

COACH

The weekly for the coach industry

MART

Issue 656 £1 September 12th, 1991

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**EuroDisney hits
back at critics**

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1986 (D) FORD TRANSIT, Sweet Sixteen, 2.5 diesel, 16 hi-back moquette seats, swivel door, annual July '92.£8,950.

1986 (D) IVECO CAETANO VIANNA, 19 seater, diesel, large boot, annual July '92.£15,750.

1988 (F) CITROEN C25, petrol, 11 high back moquette seats, annual May '92.£5,450.

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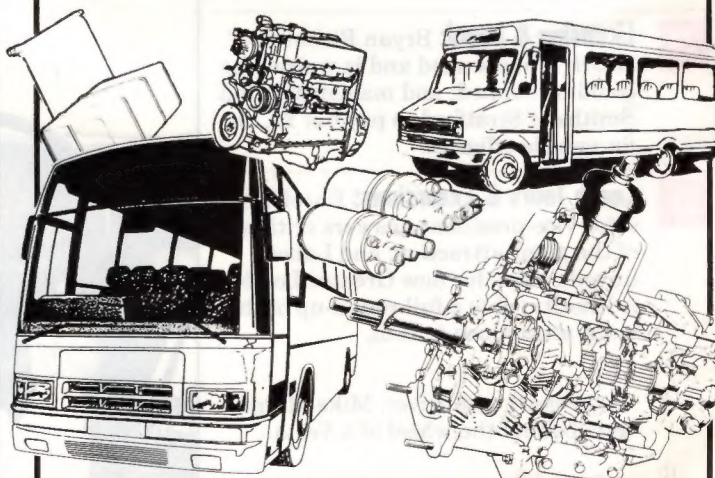
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COACH

Issue 656 £1

MART

September 12, 1991

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Wallace Arnold announces results and orders £4.5 million worth of coaches.

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Coachmart test driver, Mike Morgan, gets behind the wheel of a Vecta.

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COMMENT

ANOTHER 200 people stranded abroad on their coach holiday. Another company giving them a lift home. Another minor blow for coach tourism.

If you take Harry Goodman's ILG empire out of the equation, it seems that virtually every holiday company which crashed this summer was a coach tour company. Perhaps the media has shown bias. It doesn't alter the fact that the Spanish coach shuttle market is getting a bad name.

And it's not just the holidays in Spain. One firm was fined for advertising 'non-smoking' holidays then subjecting an asthmatic to a coachload of smokers. Another delayed its passengers' trip home while it had an angry row with one of its sub-contractors.

Last year, one firm's coach drivers had a punch-up while the courier wandered around drunk, unsuitable, lightweight coaches were stranded up mountains, and hotel owners 'kidnapped' whole schools in order to get paid by coach tour operators.

Of course, you know that 99 percent or more coach companies don't have these problems. We know that this isn't typical. But the public know what they see on the TV and read in the papers. That one percent of rogues have a devastating effect on every one else.

In *Coachmart's* experience, some of these rogues have an easy time of it. They can always find operators who will work for them on an extended credit. Even when the coach grapevine starts to shudder, someone will be mug enough to take the risk... even when they are being paid a pittance.

You may not be thanking the Government for its new tour 'licensing' plans - the subject of a *Coachmart* seminar in November - but in many ways they haven't come a moment too soon. While the new proposals may force some operators out of tour work, there's no doubt that the industry can't afford to be without it.

PLAXTON Coach and Bus has no reason to hang out the flags, but after the poor year's trading predicted by group chairman David Matthews, it has at least had the satisfaction of taking a massive £7.5 million in orders - easily the biggest coup this year.

Plaxton's determination not to become a casualty of the recession is underlined by its development in new vehicles.

COMPANY REPORT

Plaxton records £4.5m loss...

PLAXTON has blamed the 'depressed new vehicle market and the worst recession ever experienced in the coach and bus business' for a £4.5 million loss in the first half of this year.

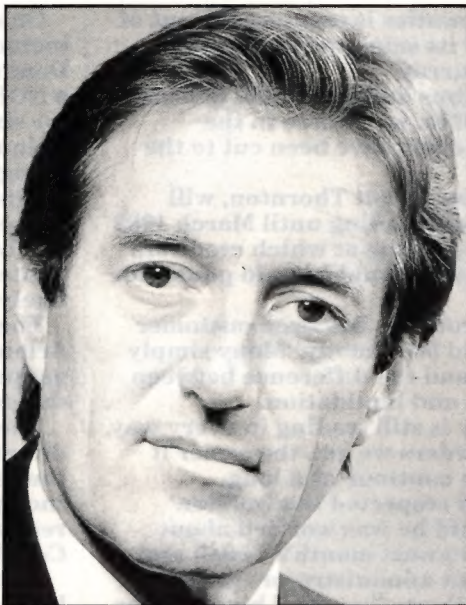
The group's bus and coach division lost £1.6 million in the six months ended June 1991. This compares with a profit of £1.4 million in the same period last year. Turnover for the group as a whole slipped back from £219.4 million to £182.4 million.

The group's interim loss included interest costs of £1.9 million and exceptional charges of £2.6 million.

The exceptional charges cover the costs of plant closures - Reeve Burgess' Chesterfield plant was closed earlier this year and production moved to Scarborough - and redundancy costs of 430 staff throughout the group, including 322 or 20 percent of the coach and bus division workforce.

In a sombre warning to shareholders, Plaxton chairman, David Matthews, said provision had also been made within extraordinary items 'for anticipated costs which will arise on the further rationalisation of the group.'

The interim exceptional charges also cover costs associated with new model introductions, with which the company is seeking to consolidate its UK market



David Matthews: sombre warning to shareholders.

position and lead a long awaited export drive into Europe.

So far this year, Plaxton has launched its Verde single decker to allow it to compete in the modern service bus market for the first time and unveiled its stylish Paramount coach

replacement. A new double deck bus is expected next year.

In the longer term, Plaxton has also signed an agreement with Tarmac to promote guided bus systems - a market it estimates to be worth £600 million during the next decade.

'Whilst not entirely unexpected, given market conditions, the first half results have been disappointing,' said Mr Matthews in his chairman's report. 'The main setback has arisen from trading in the coach and bus division, where new vehicle registrations are some 50 percent down on the same period last year.'

'On the brighter side, the motor division, Roadlease and the coach aftermarket businesses performed satisfactorily, allowing for the difficult economic conditions.'

He is also hopeful that, although sales will remain flat for the second half of 1991, trading conditions will improve in 1992 and Plaxton is now fit enough to take advantage of the expected upswing: 'The board believes that the group is now passing through its most difficult trading period and is well placed, given the actions that management has taken, to benefit from improved conditions when they arise.'

Plaxton is paying an interim dividend of 1pence down from 1990's 3p.

... but new coach picks up £7.5m orders

ORDERS worth £7.5 million from two of Britain's biggest coach operators moves Plaxton's new coach to top spot in the sales league even before next month's official launch.

Leeds-based Wallace Arnold has scooped the biggest order with 61 of the stylish Paramount replacement - the largest single coach contract placed by a private operator at Scarborough. Shearings was hot on its competitor's heels with a £3 million order for 40.

The contracts sparked cautious optimism in the troubled Plaxton camp. Clive Hodgson, Plaxton sales director, said: 'The Wallace Arnold order is a testament to the enormous positive response we have already received to the new generation of Plaxton products.'

All WA coaches are 50-seaters on Volvo B10M chassis with a mix between continental and UK specifications.

These include 50 high-floor vehicles with 'upright' frontal styling as seen in the pre-launch artist impressions. The balance will have a futuristic 'swept back' front - as yet unseen.

The 'swept back' profile is an up-market option available only on 3.5-metre high coaches. It will have raked screen, plug door and higher interior spec. Integrated air conditioning is factory fitted on the continental tour vehicles.

One customised executive is for top English soccer team, Leeds United. It features leather seating, partitions, tables and kitchenette facilities, together with beds inside the 3500 body.

The Shearings delivery will consist of 30 3200 'upright' models on Scania K93 chassis and 10 3500 'uprights' with air-con on Volvo B10M for European tours.

COMPANY REPORT

THE travel and leisure arm of Barr & Wallace Arnold Trust has increased its profits, despite the group suffering a 22 percent drop in profits for the first six months of last year.

The leisure and holidays division, which includes Leeds-based Wallace Arnold Tours and Wallace Arnold Coaches, increased its profits by 10 percent from £3.082 million to £3.392 million on a 16.9 percent increased

Wallace Arnold parent increases its profits

turnover of £64.788 million (£55.410 million in 1989).

Overall the group saw its interim pre-tax profits down for the six months to June this year from £1.3 million to £1.07 million on a reduced turnover of £109.395 million

(£120.555 million).

In its annual report, the company says that Wallace Arnold Tours carried a record number of passengers. The improved performance came from a substantial increase in bookings for UK holidays. A

particular feature was said to be the increased demand for autumn and spring holidays which allowed the coach fleet to be well utilised throughout the year and that reduced the effect of inflation on operating costs.

Despite the overall profits plunge, a final dividend of 6.75p was recommended to give a total for the year of 9.75p compared with 8.75p in 1989 - an increase of 11.4 percent.

BRIEFS

● OXFORD operator, Paul Tappin, is making a last-minute appeal to sell the remaining few seats on his coach operators' tour of South Africa.

He said bookings were slightly down, perhaps due to the recession, but the eight or nine seats left were still expected to go.

Full details of the trip are from Paul Tappin, Tel: 0235 812127.

● ROB Stewart has been appointed general sales manager at Gardner, the Manchester based bus and coach diesel engine manufacturer.

He joined the company a year ago as parts sales and marketing manager and will have responsibility for all products.

● ENSIGN Citybus takes over two London Transport routes - currently operated by London Buses' subsidiary London Forest - on Saturday.

It will be running double deckers on the 97A (Chingford Station to Walthamstow Central Station) and 215 (Yardley Lane Estate to Walthamstow Central) services.

● THE Government has announced that it is to add another lane to Britain's most notorious motorway - the M25. In a series of improvements, it is also to install lighting throughout.

● GRAMPIAN Region is to increase its fares on subsidised bus services by nine percent to bring them in line with commercial fares.

The increase - broadly in line with inflation - adds 1p on a 16p fare and 60p to fares of £6.40 and above.

● THE experimental Airbus service between London and Stansted Airport - introduced in July - will end tomorrow (Friday). Airbus manager, John Kateley, said that the service had not proved commercially viable.

BUS

Good news for Northern

NORTHERN Counties is temporarily out of the woods, said its sales and marketing director, Ian Murray,

The troubled bus builder, which has laid off two thirds of its workforce in the recession, says costs have been cut to the quick.

Administrators, Grant Thornton, will continue to assess trading until March 1992 as a result of a meeting at which creditors were assured debts could be paid pound for pound.

'One of the problems has been customer confidence,' said Mr Murray. 'Many simply do not understand the difference between administration and liquidation.'

'The company is still trading in every way, and the more orders we get, the easier it will be for us to continue as a long-established and respected bus builder.'

Mr Murray said he was worried about taking a stand at next month's Coach and Bus '91 show, but administrators gave their blessing to Northern Counties' biggest ever stand.

On show will be at least four buses - including the new Countybus and a unique Dominator (see below).

● NORTHERN Counties has taken an order for six Countydec Olympian bodies and two unique Dominators from London operator Ensign Citybus - now owned by Hong Kong businessman, TT Tsui.

The Olympians are 77-seaters with DiPTAC specification, due to be delivered in September. But the Dominators are more likely to cause a stir.

They are fitted out with Spanish-made Arianne bucket seats in bright yellow with moquette trim, and for the first time sport the new Gardner LG12 engine.

The seating was the brainchild of sales director, Ian Murray, who said he bought the seats before getting the order: 'When we thought about Ensign's yellow livery, we realised the seats were ideal,' he told *Coachmart*.

'Let's face it, double-decks are usually like loaves of bread with austere interiors. I wanted to try something new.'

TOURS

ALPASSO rejects a Westminster showdown

ONE of the officers of London sightseeing association, ALPASSO, says it will *not* be tackling Westminster City Council in court over a set-down ban.

Public relations officer Peter Newman - who is chairman of Ensignbus - refuted claims by Citirama that it had any grounds to try to suspend a ban on open-toppers outside the National Gallery (*Coachmart*, September 5).

'ALPASSO has no intention whatsoever of contesting the ban in court,' said Mr Newman.

'As this is only an experimental traffic order, we will continue with this dialogue until a final decision has been reached.'

He revealed that Citirama had resigned from ALPASSO, after alleging that a voluntary 'exclusion zone' aimed at relieving congestion was 'devised on a

whim.'

Citirama claimed that ALPASSO was 'rife with skulduggery and childish interference.'

Since Citirama resigned, Westminster City Council had begun a 'get tough' policy, with more bans in the pipeline.

A letter from WCC to ALPASSO said a two-month amnesty period on the traffic order had been nullified, since there were 'recent indications of serious strain' within ALPASSO.

The council said voluntary restrictions would have no long-term effect, and added that it was considering further traffic orders under Schedule 9 to restrict bus operations.

A spokesman at Citirama told *Coachmart* that the company had never wanted to become part of in-fighting at ALPASSO, and pulled out of the battle for those reasons.

ENVIRONMENT

Royal Commission urges help for 'green' coach and bus firms

THE Royal Commission on Environmental Pollution has urged the Government to introduce financial incentives to encourage coach and bus companies to join the 'green' revolution.

The chairman of the commission's study group into diesel emissions, William Scott, called on the Government to assist operators to transfer to cleaner engines and to switch to low-sulphur diesels.

Bus & Coach Council president, John Owen, welcomed the commission's financial proposals for companies.

He told *Coachmart*: 'The technology is here for cleaner-burn engines and the fuel companies are



John Owen: welcomes proposals.

already producing 'green' diesel.

'The problem for the industry is simply one of cost.'

'There are just over 100,000 buses on the road and the average cost of conversion would be approximately £4,000 each.'

'Bus operators are simply not making enough profit to convert or replace their fleets without receiving any Government financial assistance.'

■ INDUSTRIAL

Highland Scottish drivers leave for Inverness Traction

THE Highland Scottish cost-cutting package which threatened drivers' wages has sparked a head-on confrontation with Stagecoach-owned Inverness Traction.

New owner of Highland, Clansman - which also runs Scottish Citylink - had threatened 90 redundancies if workers did not agree to wage and holiday cuts. But in an amazing coup, Inverness wooed at least 70 drivers away.

Workers at Highland had viewed a Monday night meeting as the deadline to take the new deal (*Coachmart*, September 5). But even as the TGWU members talked, around 35 Stagecoach vehicles were heading north in

the dead of night and six new double-decks were bought ready for the coup. Highland staff were offered Stagecoach contracts by Tuesday morning and 70 took up the offer.

The same day, Inverness began running free, unregistered services along Highland routes using the drivers who had 'defected'.

It is also said they attempted to take over school contracts which Highland had been unable to service that day.

Although the move was a massive blow to Highland, it claims it has held on to school contracts and maintained all but four bus services with its remaining 26

Inverness-based drivers. Managing director of Clansman, Guido Crolla, says Highland workers at other depots were 'fed up to the back teeth' with militancy.

'Our operation does not just revolve around Inverness,' he said. 'The staff in the outlying depots are generally glad to see some of them leave the company.'

'In many ways, this is really the beginning of a new Highland Bus and Coach.'

Mr Crolla has accused the TGWU of 'misleading' members, and has offered the defectors the chance to go back to Highland as if nothing had happened.

But embittered workers were busy

preparing for an industrial tribunal, and one said it spelled 'the end of Highland and a sad day for all of us.'

Only two other depots were drawn into the row. Eight of 14 staff at Nairn left for Inverness, two from Aviemore and 11 out of 12 drivers at Tain quit.

'Some drivers have returned to us, particularly at Nairn, and I have written to all drivers saying that, as far as I am concerned, we are still in negotiation. They are welcome to come back to us at any time,' said Mr Crolla.

Bluebird Northern operations director, Ian Mackintosh, said he would make no comment until a later date.

■ PARKING

Woodstock coach park is closed down

WOODSTOCK'S town coach park has closed to make way for more cars.

'The shared parking in Hensington Road is no longer for coaches,' said a council spokesman. 'Woodstock can be used for set-down and pick-up only.'

Operators who used the park are now advised to switch to Bladen Chains coach park about a mile from the town centre: 'Obviously, some coach operators are not liking this,' said the spokesman.

'But the Woodstock coach park was hardly used by coaches.

And the parking spaces that were marked out were often parked out with cars.'

The spokesman said the council had looked at 16 other possible coach park sites but they were prohibitively expensive.

A spokesman for the local coach operators association said members had found out about the closure two months ago, but agreed with the council that the park was under-used: 'We lodged a minor objection,' he said. 'But the Bladen Chains park is really quite good by modern standards.'

■ COACH



Cleveland Transit: formed new company.

Cleveland's new venture

NORTH East giant, Cleveland Transit, has formed another company to look after its coaching and school contract operations.

Cleveland Coaches started trading officially at the beginning of this month and is being run by coach travel manager, Stephen Howarth, from the company's headquarters in Church Road, Stockton on Tees.

Cleveland started 12 new school contracts in County Durham and Cleveland this month and has been expanding its coaching side - running an excursion programme and day trips every day since Easter. The company will be operating 28 vehicles - a mix of minibuses, coaches, and single and double decker buses.

■ BRIEFS

● R & I TOURS has acquired the Victoria Coach Shuttle Service which runs between the rail and coach stations, and has made a few changes.

The service is now being operated with Wayfarer ticket machines by Park Royal-based R & I and frequency has been stepped up to five minutes.

The route is serviced by an Iveco 23-seater with DiPTAC. Drivers will be making a special effort to help the disabled.

● PLAXTON'S Scarborough site was one of the first stops for a fund-raising Round Britain Bus Marathon in aid of Cancer Research.

The coach, loaned by Plaxton retail outlet Kirkby Coach and Bus, called at the factory last Tuesday, where it collected a donation from Plaxton before setting out on its trek around the UK.

A total of 25 bus companies are on the itinerary, all of which have raised cash for the annual campaign.

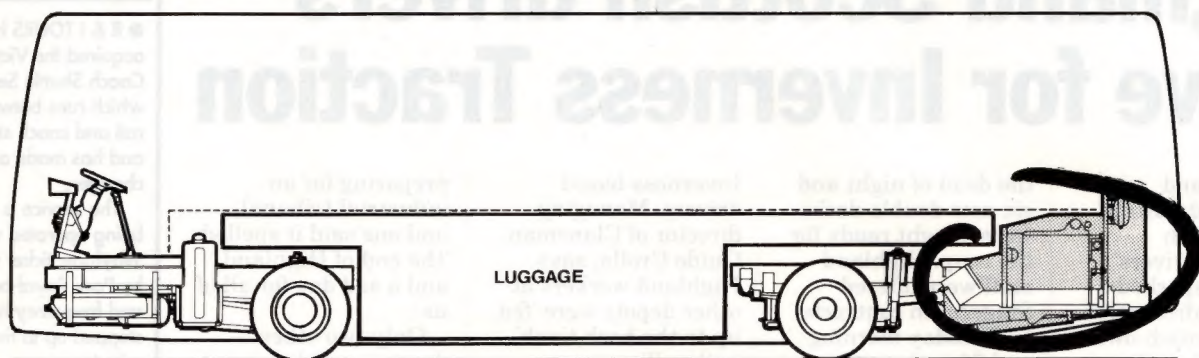
● BUS lanes could save 15 times their cost, says a study commissioned by London Transport and the London Planning Advisory Committee.

Study sites of Hammersmith and Fulham, Hounslow, Kensington and Chelsea, Lambeth, Richmond and Wandsworth showed how bus priority could prevent delays, improve reliability, and cut pollution. Across London, savings could be as much as £200 million in time alone.

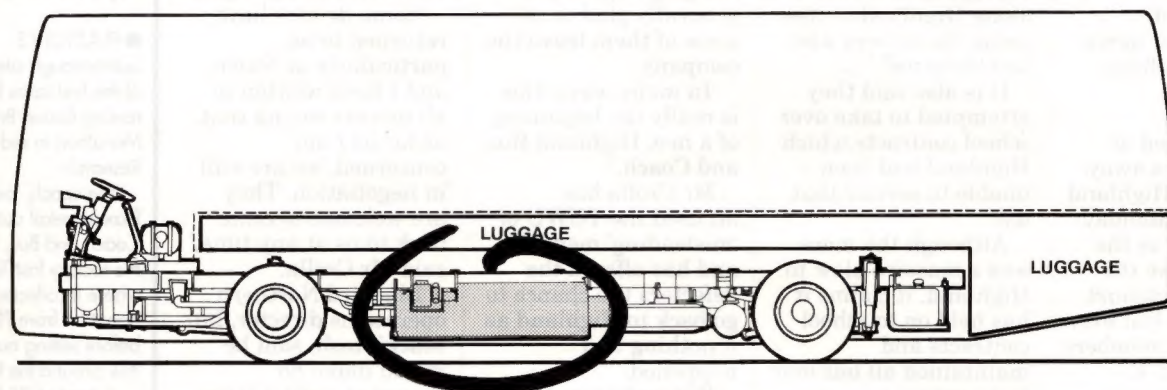
● SCOTTISH operators can speed up service registrations at the Traffic Office with a new Fax facility.

Registrations and variations can now be up and running within seven days providing the operator has a credit in registration fees at the Traffic Office.

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■ COACH

Volvo launches new coach chassis

IN A surprise move, Volvo is set to launch a new high-powered rear-engined coach chassis on the European market.

The Swedish giant will also uncover the secrets of its new mid-vehicle for coach and city-bus operation.

The two models are expected to make their debut at Kortrijk in October. Berkhof, the Dutch coachbuilder, has announced that it will show a face-lifted Excellence 2000 HL on Volvo B12R alongside the nine-metre long midi and an 18-metre artic (*Coachmart*, September 5).

Although presented to the European press last week, details of

the B12 are scarce, but it is expected to share the same engine as the F12 truck.

This 12 litre unit comes in a variety of guises but the TD122FH Intercooler is rated at 356 bhp (262 kW) at 1,900 rpm and produces 1,143 lbft (1,550 Nm) at 1,200 rpm as measured by ISO rating. Engines of this power match the 363 bhp DSC11 18 available from major rival, Scania, in the K113.

The B12 will go under Plaxton's new 3.7-metre body for the French market (*Coachmart*, September 5, 1991).

However, it is unlikely to hoist the mid-engined concept from the UK.

British sources told *Coachmart*:

'There will be no rear-engined Volvo at Coach & Bus '91 and there are no plans to introduce it to the UK in its present form.'

Volvo continues to fuel speculation by keeping details of its new baby - the midi-Volvo - under wraps.

This 2.3-metre wide vehicle could be built in any of Volvo's European plants - including Belgium. With lowered floor and Volvo componentry its specification promises to have a wider appeal than the British built Leyland Swift.

A Volvo spokesman was reluctant to discuss either of the company's forthcoming developments with *Coachmart*.

■ SHOW

Coachmart trip is a winner

FOLLOWING the overwhelming response to *Coachmart's* Kortrijk trip, Midland United is to lay-on another coach and the offer has been extended to the end of the month.

Not one, but two coaches will leave the NEC at the close of Coach & Bus '91 on Sunday, October 20. However, seats on the relief coach will cost more.

Readers from the far corners of the British Isles have already filled the first vehicle. Anyone wishing to join should be quick off the mark.

Extra costs mean readers must now pay £30 - just £5 more than the original offer.

The tour party will meet at the P&O stand at Coach & Bus '91 before leaving for Felixstowe and the 2300 ferry.

Arrival at Zeebrugge is at 0700 after which the party will book into its hotel and travel to Kortrijk. Free tickets for the show will be provided.

The following morning is free before returning via the Calais to Dover ferry. Arrival back in Birmingham is late evening.

Contact Mike Morgan in the *Coachmart* office for further details.

Places are confirmed as soon as Midland United receives payment.

Sue Cleaver of Midland United is on tour to Rimini until September 20.

From then until September 30 it's first come first served for the remaining places. There definitely won't be another chance.

Contacts: Mike Morgan, Coachmart - Tel: 0733 63100, ext 5249; or Sue Cleaver, Midland United - Tel: 021 748 5767.

■ FIXTURES

Test your driving skills

COACHMART is taking the safety initiative by giving drivers the chance to improve their skills.

Operators are being offered the opportunity to drive on a skid pan at Greater Manchester Buses' training school.

With a special emphasis on safety, *Coachmart* has arranged for the GMB instructors to be on-hand to give timely advice before a real life drama unfolds on the roads this winter.

Like London Transport's Chiswick training ground, the Manchester skid pan at Hyde

Road allows training in skid control. Drivers can experience a double-decker going sideways without risk to life or limb.

Coachmart's two-hour session has been booked for Wednesday, September 25, starting at 6.30 pm.

Three vehicles are promised - Leyland PD2; Daimler Fleetline; and Bedford/Plaxton.

Bookings must be made in advance and numbers strictly limited, so ring Mike Morgan at *Coachmart* (0733 63100, extension 5249) and reserve your place now. The cost is £7.

■ NEW VEHICLE



Bygone Buses: more vehicles to celebrate its first anniversary.

Bygone expands

KEN MORGAN'S Bygone Buses is celebrating its first year in business with two extra vehicles and new routes as the fierce competition in Maidstone heats up.

Bygone started with two vehicles on 50p flat-fare town services. Mr Morgan said that next month eight buses will be running seven routes against Maidstone and District and Boro'line.

He said: 'Bygone has achieved a reputation for reliability and efficiency of operation.'

'The fares have remained the same and the level of public support has increased very considerably.'

'At present the bus side carries 1,000 passengers every day.'

All services operate cross-town routes with graduated fares outside the borough.

Sister company, Bygone Tours, reports a 90 percent boost to business since former Boro'line man, Pat Holmes, joined in April as coaching manager.

TOURS

Stranded holidaymakers rescued

THREE major coach operators mounted a mercy dash to rescue 200 passengers who were stranded in Northern Spain following the collapse of a non-bonded tour company.

National Express, Club Cantabrica and Spanish coach company, Julia, moved in swiftly to help after the crash of Shropshire-based Pineda Travel Club Holidays.

Stricken holidaymakers turned to the British Consul for help. After signing indemnities - £70 for adults, £40 for children - 155 Pineda customers returned to the UK on Julia coaches. National Express offered spare capacity at no cost on North West scheduled services when the travel weary passengers landed at London's Victoria coach station in the early hours of Thursday morning.

Club Cantabrica of Hertfordshire sent a vehicle out to Spain for those Pineda customers who were marooned without spare funds.

Widespread media coverage praised the rescue bid. National Express staff at Victoria provided tea and coffee as the passengers waited for the allocation of spare seats.

David Stewart, Club Cantabrica managing director, told *Coachmart*: 'We didn't do as much as we would like to have done. We tried to tie-in the costs with a local paper, but couldn't reach agreement in time.'

'People left out there without the funds to come home were

given accommodation at our Calella de la Costa resort until the coach arrived.'

Pineda first came to public attention last year as the tour company that hired-in the ill-fated Montego coach, which overturned near Paris with the death of 11 Britons. When *Coachmart* went to press, owners, Ray and Janet Cash, were not available.

The lack of bonding sent panic waves throughout the holiday trade - particularly in Pineda's main catchment area. The company took its name from Pineda, a resort on the Costa Brava. However, the main destination until earlier this year was Salou.

● The French authorities have still failed to report on the Montego crash. Driver, John Johnson, remains on bail and relatives have yet to be compensated 15 months after that fateful day in June.

The Montego partnership of Melvyn Eardley, Linda Baddeley and Ken Gartside has since been dissolved, but Mr Eardley restarted as Eurotrek - a separate company trading from Leek in Staffordshire. He told *Coachmart*: 'There is no date for the trial and neither the solicitors nor the insurance company have heard anything from the French.'

● **Next week: Don't miss details of a Coachmart seminar on bonding.**

COACH & BUS SALES

August registrations show an increase

COACH registrations for August gave a little relief to the beleaguered manufacturing industry, with 42 new vehicles put on the road.

That is 40 vehicles up on July's disastrous figure of just two coach sales all month, however July's figure is traditionally low as operators hang on for the prestigious new reg plate.

Top of the sales league for the month was again Leyland with 15 vehicles, but these were mostly accounted for by the off-loading by Yeates of a number of Leyland Tigers - the remaining Plaxton Duple 321s.

Elsewhere it was depressing, with manufacturers like MAN, Scania and Setra registering no coaches at all for the traditionally buoyant month of August.

REGISTRATIONS

Personalised plates offer

OPERATORS looking to personalise older coaches with A or H plates can buy marks such as A2 SUE or H4 BOB in the latest batch of Custom Marks released by the Driver and Vehicle Licensing Agency (DVLA).

Available through the same 0734 757575 as Select Registrations - the DVLA's number plate scheme for new vehicles - Custom Marks are priced from £130. An £80 assignment fee is payable when the mark is registered.

NEW COACH AND BUS REGISTRATIONS

Manufacturer	August 1991	August 1990	Year to date 1991	Year to date 1990
DAF Bus	14	0	66	0
Dennis	43	25	302	242
Duple	1	1	3	18
Iveco Ford	0	2	1	5
Leyland DAF	5	17	38	175
MAN (VW)	0	1	15	3
Optare	15	1	87	34
Scania	0	12	99	145
Volvo	62	130	690	1270
Other British	0	6	4	16
Other imports	23	10	127	187
Total British	101	130	697	998
Total imports	62	75	735	1097
TOTAL	163	205	1432	2095

NEW COACH SALES LEAGUE

Manufacturer	August 1991	August 1990	Year to date 1991	Year to date 1990
Volvo	12	27	290	444
Leyland	15	5	118	136
DAF	6	8	49	120
Others	0	4	37	70
Scania	0	8	35	80
Setra	0	0	17	18
Dennis	5	6	16	81
Bova	3	0	12	49
MAN	0	1	3	3
Duple	1	1	3	18
TOTAL	42	60	580	1019

Coachmart is published by EMAP Response Publishing Ltd, Wentworth House, Wentworth Street, Peterborough PE1 1DS. Telephone 0733 63100.

Classified Advertising 0733 898111

Fax 0733 62656.

Telex 32157. ISSN 0953-8240

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Coachmart is only available by pre-paid subscription.

Domestic subscription rate is £45 per year; £75, 2 years; £95, 3 years; and Europe (including Irish Republic) £85 per year.

Worldwide air mail rate is £115 per year. All rates include postage.

Contributions should be sent to The Editor, *Coachmart*, Wentworth House, Wentworth Street, Peterborough PE1 1DS.

The Editor cannot accept responsibility for claims and statements by authors and manufacturers whose views do not necessarily represent those of the publisher, or for any mistakes or misprints, although every care is taken to ensure accuracy.

Typesetting and colour origination:

Meridian Media Services Ltd, Orton Southgate, Peterborough. Printing: William Gibbons & Sons Ltd, Wolverhampton.



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You've been buying...You've been buying...You've been buying...You've been buying...

Anthony gets a star to rival champion brother

JOHNSON BROS of Worksop will have a second star-studded coach in contention for the Coach of the Year crown at next year's Blackpool Rally.

This year's winner, Lee Johnson, faces stiff competition from his brother, Anthony, who has just taken over a sparkling new Scania K113/Van Hool from Stuart Johnson.

Lee took a Volvo/Van Hool to victory, but the company has turned to Scania for its latest coach. Explained Anthony: 'We wouldn't knock the Volvo because we've had great service from them. However, we've had a few problems with B10M brakes juddering.' Although, he quickly added: 'There's no problem on the Telma-fitted Plaxton 3500 I've been driving.'

'We've had good reports about Scania from other companies and we borrowed a K113 for a week and ran it successfully against a Volvo.'

The Scania will have a further touch of distinction to add to the usual Johnson Bros (Tours) refinements - registration J1 JBT. The next registration in the sequence, J2, will go on an Optimo II which is being bought from West Durham Coach Sales.



Garratt's first coach

RICHARD and Susan Garratt's first coach is a secondhand Freight Rover Combi 12-seater from former Moseley and DSB man, John Swift, at J & J Coach Sales, in Osgathorpe near Loughborough.

Richard Garratt said: 'Although we've just started-up, we're getting there.'

After 20 years as a coach driver, Mr Garratt faced unemployment following the collapse of Boyden's at nearby Castle Donington.

He found work as a

lorry driver, but hopes the coach business will quickly grow to occupy him full-time.

A 52-seater Duple Dominant II/Ford has been bought this week so that there's a coach for both Mr and Mrs Garratt to drive.

Richard told *Coachmart*: 'We won't be getting any bigger for a long time yet. As long as we keep the business with ourselves we shall be all right. We've got enough work at the moment and what we've got is paid for.'

A bargain buy

ALLANDER TRAVEL of Milngavie got a new coach for half price when it picked-up 758 WNN from Plaxton's Scarborough factory.

Taking an 11-year-old Volvo B58 and scrapping the Caetano body presented the Scottish company with the opportunity.

Body parts were sold to other operators and the 11-metre chassis checked over before dispatch for a new Paramount 3200 body with 49 recliners.

The B58 came in part-exchange for a 1983 Van Hool/Volvo sold to Marbil

Coaches.

Gary Wilson, son of Allander managing director, Jim Wilson, told *Coachmart*: 'The chassis was great - good for a few years yet.'

Rebodying has been done by Allander Travel on a regular basis over the years to supplement new purchases.

A pair of Willowbrook Warrior-bodied Leopards will be joined by a third - a Plaxton Derwent - in the near future.

The last time a coach was upgraded with a new body was in 1987.



You've been buying...You've been buying...You've been buying...You've been buying...

Graduation day for the Scoins

FROM humble beginnings and a disastrous start in June 1989, Mike and Leanne Scoins have graduated to a fourth coach for their Guardian International coach business.

A crash on the M6, involving Guardian's first coach, could have spelt the end for the company, but the Scoins soldiered on with a 29-seat Bedford.

They operate from rented

premises on the outskirts of their home village of Colton near Rugeley.

The latest coach is a nine-year-old Jonckheere Bermuda-bodied DAF MB200. This full executive spec vehicle is an ex-Middleton's of Rugeley coach which spent the last six years in the south-west of England.

Said Mike Scoins: 'It's now home again in Rugeley on tour and private hire work.



'We will be respraying it in our own colours of white and red but the body and paintwork is in excellent condition so it will certainly see out this coming winter in its present colour scheme.

'We had it out of service for two weeks when we transferred the coach to our depot. After ironing out

several problems it followed our other exec - a Caetano Algarve MB200 - on a tour to southern France.

'It returned 10 days later having used no oil or water. In spite of its age, it's fast and powerful and still looks modern. With a private plate Joe Public won't even know it's nine-years-old.'

New generation Optare goes on service in Ipswich

IPSWICH Buses has taken delivery of another 'new generation' Optare MetroRider.

This repeat order confirms the bus company's faith in the born again midibus which Optare claims has dramatically improved reliability and durability following positive action to shake off the vehicle's poor reputation with

previous manufacturer, MCW.

The latest bus takes the total number of MetroRiders in service with Ipswich Buses to 10, eight of which are Optare-built and two MCW versions.

The MetroRider drive train consists of Cummins 6 litre engine and Allison AT545 automatic gearbox.

All round disc braking



coupled to a Telma retarder ensures maximum braking efficiency and low brake wear.

Power assisted steering is another standard feature which gives the MetroRider a 'big bus' feel.



Henderson's hire purchase

HENDERSON Travel's new Optimo II has been bought for a recently launched executive hire programme by the Mid-Glamorgan company.

Rylan Henderson and son Michael specified GL specification and have prepared the Optimo for the new role. It is equipped with 21 moquette seats, courier seat, power door, forced air ventilation, reading lights, fridge, hot drinks facility, Blaupunkt radio/PA/cassette and full soft trim with centre-gangway carpet.

11th

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Greyhound races away in the problem stakes

YOU know how Americans are always saying they've got a bigger one? Well, at Greyhound Lines they can prove it.

While British firms have problems, *Mealstop* can report that Greyhound - America's only national busline - has got disasters.

For one thing, the firm is in administration under a bankruptcy judge. For another, it has lost 2,400 of its 6,000 drivers, and has outstanding backpay claims of \$31.25 million.

The biggest Greyhound creditor, CEDE Corporation, is owed \$194 million, while others in the queue include Security Pacific Equipment Leasing Inc, \$53 million, and Citicorp, \$31.5 million.

To resolve this situation, the judge has decreed that 95 percent of the company will pass into its creditors' hands, pro rata with their claims and that five percent will be owned by employees.

This, said the judge, will resolve the company's debts. The total? A staggering \$539 million...

● LONDON Transport Museum has announced that it is now exhibiting both poetry and poets who have featured on underground trains in the last five years.

What's more, a book of the prose has been compiled - no fewer than 100 'old favourites,' says the LTM, for the bargain price of £4.99. *Mealstop* won't be queueing at King's Cross bookshop for a copy.

He has good reason to bear a grudge.

Poetry in Motion, you might call it, and the cause of many tube travellers to miss their stop.

Mealstop has fallen victim of them not because he was absorbed, but totally confused by the odd 'poems' which appear.

Here is his own contribution for your entertainment:

*Swish doors close,
Clank.*

*Fat lady and smelly armpit,
Mustn't stare.
Gum on the seat,
Ghetto blaster on the shoulder,
And schizophrenia on the poster.
What does the poet mean?
Where is he at?
Didn't spot him at Green Bank
Where I should have got off.
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1987 (D) DAF SB2300 ALGARVE, 49 seater, toilet, many extras.

1983 DAF MB PLAXTON 3500, 51 seater, toilet.

1983 LEYLAND TIGER PLAXTON PARAMOUNT, 49 seater, toilet, many extras, MoT 29.11.91£35,000

1982 DAF MB SMIT EUROLINER, 47 seater, toilet.

The above For Sale by order of the Finance Company. Part Exchange considered

1982 (Y) DAF BOVA EUROPA, 53 seater, MoT 31.10.91£25,000

1982 (X) MAN SR280 HIGH FLOOR, 49 seater, toilet, extras, MoT August 1992£27,000

1982 (X) LEYLAND TIGER VIEWMASTER, 46 seater, toilet, MoT 31.10.81£21,000

1981 (PP) MAN SR280, 53 seater and Courier, all white, MoT 17.6.92 £24,000

1981 (PP) B10M JONCKHEERE BERMUDA, 49 seater, toilet, MoT 25.3.92£21,000

1980 (V) BEDFORD PJK PLAXTON, 29 seater, expired will retest£6,850

1980 (V) BEDFORD YMT DOM 11, 53 seater, choice of 2, MoT 3.6.92 or 27.11.91£6,500

1980 MAN SR280, full exec, rear kitchen, generator, microwave, 6 tables, ideal team coach, MoT expired will retest£16,000

1979 (T) AEC 760 DUPL DOM, Grant doors, MoT 26.1.92£7,500

1979 (T) VOLVO B58 ALPHA, 53 seater, MoT 10.2.92£14,750

1977 (S) YMT VAN HOOL 300 LINE, 53 seater, MoT 27.9.91£3,750

1977 (R) VOLVO B58 PLAX 12m, 53 rec, MoT December '91£8,250

1976 (P) AEC 760 PLAX, 53 seater, recent retrim, MoT expired will retest£4,250

1974 (M) VOLVO B58 PLAX, 57 seater, MoT March 1992£5,950

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The German way is the sensible way

From Verite Baker

SIR

I refer to Marksman's question about police stopping coaches to ask where the First Aid kit and fire extinguisher are (*Coachmart*, August 29).

He doesn't say where this happened, but I understand it is the law in Germany that couriers have to make passengers aware of the emergency exits, and German police have the right to stop a coach - and ask passengers to point them

out - and woe betide the courier if no-one can!

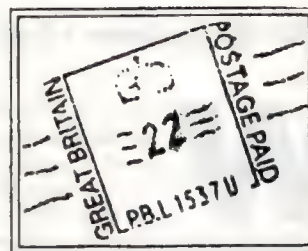
Makes sense to me as a sensible way of ensuring people know about window hammers, exit routes etc.

After all if a driver or courier was injured who would know what the pretty red hammer was for?

After the awful French motorway crash involving a school party, it was said that some teachers and children were trying to push out and break coach windows but didn't know how.

Send your letters to:

The editor, *Coachmart*,
EMAP Response
Publishing Ltd,
Wentworth House,
Wentworth Street,
Peterborough PE1 1DS,
or by fax: 0733 62656



The editor is always pleased to receive letters for publication in *Coachmart* and will, if requested, publish these anonymously. But please attach your name and address for our own information.

VERITE BAKER
THE GARDEN FLAT
54 ILFIELD ROAD
LONDON SW10 9AD

Fire extinguisher information is a must on the continent

From S C Paine

SIR

The question of the location of the fire extinguisher is an interesting one.

If this vehicle was on a continental tour, the passengers would have to know where they were located. Otherwise, I cannot find anything on this subject.

My reference source is 'Croner's Coach and Bus Operations' - and I would recommend it to any operator or driver who does not have one.

I would also like to state my agreement with you regarding GBH of the ear drums from loud music in public places.

Perhaps the people who manufacture hearing aids are sponsoring the proprietors of these establishments in order to protect their own profits. Marksman makes interesting reading - all the best for the future.

S C PAINE
38 GLASSTHORPE LANE
HARPOLE
NORTHAMPTON
NN7 4DU

Business as usual at Express

From B Shearer

SIR

Express Coach Repairs of Pickering would like it to be known that one of the original partners in the company has left the business.

I am now the sole owner of the company and

the services offered are not affected in any way.

B SHEARER
MANAGING DIRECTOR
EXPRESS COACH REPAIRS
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No noise is good noise

From Trevor Jones

SIR

'Are we blasting away customers?' you ask in the August 22 issue of *Coachmart*.

Emphatically 'yes' says this customer. A Northampton company 'treated' me, a few years ago, to a football match and Radio One all the way to Wells-next-the-Sea and back. I have never been with them since.

Another company recently succeeded in giving me a headache with music so loud it was rattling the fittings!

They will never see me again.

I welcome total silence - it's one of the pleasures of a coach (or train) journey on the rare occasions we are allowed it.

So, please, no music at all. If I want music, I'll choose my own and use a quiet personal stereo if I really can't live without it.

TREVOR JONES
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A BUS FOR ALL REASONS

Mike Morgan takes a break from coach road tests and puts Optare's trendsetting Vecta through its paces in downtown Manchester.

WHILE the distinction between a bus and a coach operator becomes increasingly blurred, the gap between bus technology of yesteryear and the user-friendly vehicles of today grows ever wider.

The name Optare is synonymous with those new generation UK bus designs.

Although drawing on European inspiration, the products of Optare's Crossgates factory in Leeds have a distinctive flavour which inspired the *Coachmart* term 'Optarisation' when the former MCW MetroRider first joined the fold.

In five years Optare will have launched five all-new products. Through Citypacer, StarRider, Delta and Vecta to the recently announced double-decker, the range comprehensively covers the UK bus market.

By turning to mainland Europe for chassis supply, Optare established a successful blend of exclusivity and advanced design.

Citypacer relies on Volkswagen, StarRider on Mercedes-Benz, Delta and the 'decker on DAF, while for the Vecta it is a further source of German technology in the shape of the highly respected MAN 11.190 chassis.

This latter bus shares much in common with both the high-flying Delta and MAN's refined 10.180 small coach.



Entrance: generous low steps and bright illumination.



Optare Delta: state of the art small bus for the 1990s.

The Delta has grabbed 25 percent of the single-deck bus market and the 10.180 is a favourite among small coach companies.

Blend the two and you have a 'state of the art' vehicle with a lot going for it. Its size and style have much to commend it to coach operators committed to tendered or commercial bus operation.

With air suspension, ZF automatic gearbox and 180 bhp engine, this MAN is the basis for a top selling European bus proved in service in 14 countries with over 1,000 having been built in the last five years.

The Vecta is the first bus for this country fitted with 9 NOx 'low emission engine.' Exhaust emission levels are 50 percent under present UK legislation and below proposed EC 1996 regulations.

All daily vehicle checks are easily accessed at the rear and major mechanical work has been eased by strategic interior access traps, including one in the rear seat riser to reach the cylinder head.

It is designed as an alternative to the 11.8-metre Delta, offering the same virtues and sophistication in a 10-metre bus.

A rear mounted radiator saves half-a-metre on the Delta's front overhang and produces a more upright front profile. Otherwise, apart from length, it shares side windows and rear GRP mouldings.

All side panels are aluminium with moulding and rivet free fixings for reduced water ingress.

Minor accident damage is fully repairable from outside the vehicle thanks to hinged lower panels and the corrosion-free construction using the technically advanced Alusuisse long-life body system.

Passenger impressions

Tinted side and rear gasket mounted windows improve passenger comfort and acceptability by reducing glare and saloon temperatures.

However, the main appeal to your potential passengers is the eye-catching exterior design.

Once tempted to the vehicle, a superb 120 cm wide entrance offers safe and unimpeded access. Two generous 19.5 cm high steps are colour-coded red and brightly illuminated. A Diptac package is, of course, standard.

A further two 23 cm steps raise the

flat saloon floor at the rear. The first is over the rear axle and the second is over the engine. The plywood floor with sound absorption membrane has a sealed dimple-effect rubber covering, while coves eliminate dirt traps.

Optare's demonstration Vecta has tasteful soft-trim throughout. Operators without either a no smoking ban or an upholstery cleaning programme may prefer laminate panels.

In 40 seat/16 standee configuration with attractive Lazzerini seats, the Vecta offers spacious practicality, but a comprehensive range of options can match seating to all types of local service work up to a maximum capacity of 45 seated/14 standing.

All forward facing seats are on rails for flexibility and seat to roof stanchions fix into roof channels on the roof extrusions which double as wiring conduits.

Driving impressions

The Vecta cab is simplicity itself - offering a 'jump in and go' invitation. Access is easy through the forward hinged door.

Once the master switch and steering column key start are activated, it's just a case of push 'D' for drive and sitting back for some stimulating driving.

Acceleration is dynamic without threatening passenger comfort. Performance is geared to making the driver's job easy by reducing the stress



The Vecta's cab design is a lesson in practical simplicity.

of exacting timetables.

All vehicle controls apart from indicator switch are on the right, keeping the left of the cab for cash and ticketing. The Vecta dash includes tachograph, central check lamp for engine controls, pressure gauge for brake circuits, coolant and oil pressure gauges. Whereas steering column switches are fitted for indicators/main beam and windscreen wiper/washer.

A bank of small rocker switches is convenient, but partially obscured by the steering-wheel rim and in need of clear

labelling for bus fleet acceptability.

Although the low driver position gave few problems during the test, I would welcome the benefits of the position being raised by 20 cm as promised for all future Vectas.

The relationship between driver and passenger will be improved and a more commanding driving position created. Also, the single cord-pull sun blind will be closer at hand and mirror vision better.

In keeping with the image of an advanced bus, the test vehicle had electrically adjustable mirrors. Fixed mirrors represent a compromise for a variety of drivers, but the sophistication and expense of remote control is a distinct disadvantage in the vulnerable environment of local service operation. Consequently fixed Spafax mirrors will be standard.

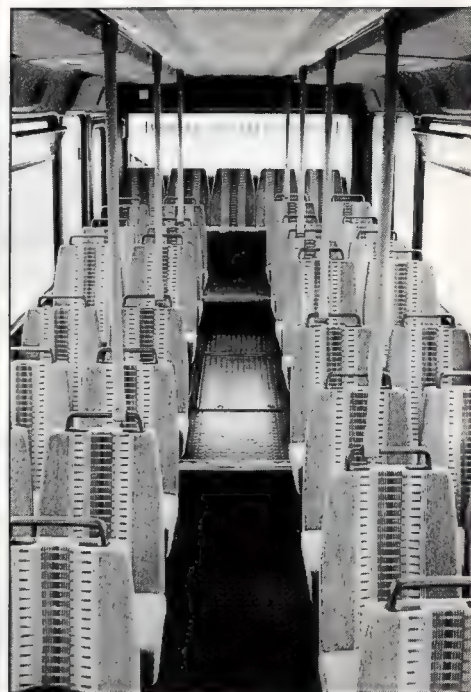
Pronounced interior mirror vibration combined with the effect of ▶

SPECIFICATION

Chassis:	MAN 11.190
Body:	Optare Vecta - 40 seat/16 standee
Price:	from £72,000
Engine:	MAN D0825 TOH six-cylinder, four-stroke, vertical in-line diesel with exhaust driven turbo-charger
Power:	180 bhp (137 KW) @ 2,600 rpm
Torque:	475 Lbf ft (645 Nm) @ 1,500 rpm
Gearbox:	ZF 4HP 500 automatic with integral retarder activated by brake pedal
Steering:	ZF 8097 recirculating-ball hydro system with integral power unit and test connection - ratio 21.8:1. Steering wheel - diameter 500 mm with adjustable height and rake
Brakes:	Dual-circuit pneumatic system Front - two diaphragm cylinders Rear - two spring loaded brake cylinders Parking - spring release (two handbrakes - mini-brake on dash and main brake)
Suspension:	Air suspension with four identical rolling seals, shock absorbers and stabiliser at front and rear
Axles:	Front - MAN V7-42L forged rigid axle Rear - MAN H07-0955-HOCL model 3 low-noise hypoid axle, 4.63:1 ratio
Wheels:	19.5 x 6.75
Tyres:	Michelin 265/70 19.5

Dimensions

Length:	10 metres
Width:	2.5 metres
Wheelbase:	4.9 metres
Front overhang:	2.405 metres
Rear overhang:	2.695 metres
Height:	3.15 metres
Unladen weight:	7,370 kg
GVW:	11,500 kg



Interior: spacious and attractive.

◀ soft trimmed saloon and tinted glass, produced a blurred image of the passenger saloon.

By contrast, excellent forward vision through the large one-piece double curvature screen contributes to precise positioning of the bus - a boon in city traffic or country lanes.

Overall driver comfort is excellent. The Chapman gas-sprung seat is very adequate and the MAN controls are delightful.

Optare's draught-free flat cab floor is a model of uncluttered design, but the MAN steering wheel needs more height and rake adjustment to achieve an optimum position.

Performance

Coachmart's established 450-mile two-day test route is totally inappropriate for buses. Continuous driving at average speeds close to the legal maximum bear little relationship to the cut and thrust of local service schedules.

Those who replace brake-linings on service vehicles will testify that bus work is no joy-ride for man or machine.

In an ideal world we would put passengers on seats for the test. But legal responsibilities and commercial practicalities conflict with a road-testers demands.

At first the Vecta was exposed to all types of bus route. Then *Coachmart* set it a challenge. Could it match the demands of a deregulated timetable in downtown Manchester?

At the end, Optare's marketing executive, Chris Wise, was forced to confess that the test was realistic.

Although conceived as a big bus, the Vecta's compact length and delightful handling suggested that it could easily cover services more appropriate to MetroRider-size vehicles.

To test the theory we first pointed this stylish newcomer towards those nasty housing estate roads designed before the days of popular car-ownership. Only

FUEL ECONOMY				
Odometer at finish:	20,947 km			
Odometer at start:	20,807 km			
Total distance:	140 km (87 miles)			
Section	Fuel used	Distance	Mpg	Ave speed
Performance and route testing	10.45 litres (2.3 galls)	52 km (32.3 miles)	14.05	16.15 mph
North west Manchester simulated local service	22.69 litres (4.99 galls)	88 km (54.7 miles)	10.96	14.95 mph
Totals	33.14 litres (7.29 galls)	140 km (87 miles)	11.95	

Fuel tank capacity: 44 galls - maximum range = 525.8 miles

Intensive local service consumption - 6.22 litres (1.37 galls) per hour which is equivalent to 16.42 galls per 12 hour duty covering 180 miles

ROUTE

Circuit of north-west Manchester incorporating: Cliveley and Castleway estates; East Lancashire Road (dual-carriageway); city centre streets following GMB's Centreline between Victoria and Piccadilly stations; M602/M63 motorways; urban trunk roads in Worsley, Walkden and Farnworth. Followed by two return trips on 22 km (13.7 miles) simulated local service through the suburbs between Radcliffe and Eccles.

since deregulation have these areas become the reluctant recipients of bus services based on the converted bread-van principle.

How much better if the like of the Vecta could grace these routes. But would it fit?

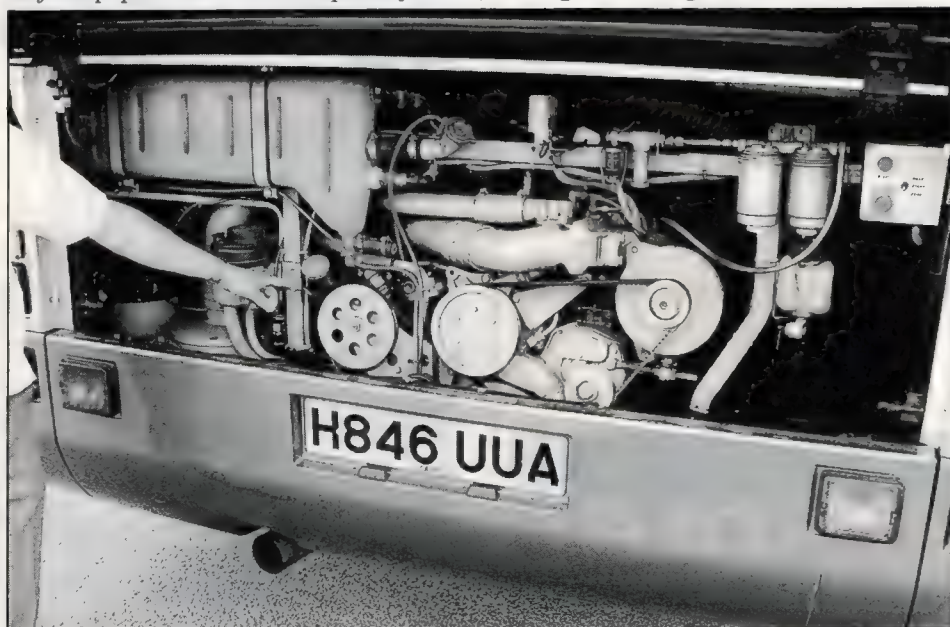
Yes - just. We got through by the narrowest of margins, weaving between parked cars and delivery vehicles. Where the road was wide they double-parked - where it narrowed to two-vehicle width they formed a continuous chicane.

Next it was into Manchester city centre where the indigenous bus population parted the traffic to let us through. We mingled with Dennis

Dominos and MCW MetroRiders as we negotiated the Metrolink construction works.

Manchester will be a better place for its new tramway. Bright, cheerful and modern public transport is an asset to any community, but just think how may Optare Vectas could be bought for the same money.

The Vecta showed itself to be a nimble city dweller. With heavy duty components, 15-year design life and 'Bus of the Year' design appeal, this bus must be a strong contender where the Delta's extra length creates difficulties.



A hinged rear bonnet gives access for daily engine checks.

PERFORMANCE

Hill climbing ability

Gradient	Gear	Max speed
1 in 6	3	28 mph
1 in 10	4	30 mph
1 in 12 hill start: 0-20 mph - 7 secs 0-30 mph - 15 secs		

Handbrake start on 1 in 6 hill - either of the two handbrakes held the bus, which pulled away without difficulty.

Acceleration times (recorded while unladen)

0-20 mph	5 secs
0-30 mph	8 secs
0-40 mph	16 secs
0-50 mph	24 secs
30-50 mph in top gear	16 secs

Top speed - 59 mph



Compact wheelbase gives excellent handling in tight situations.

We copied anything required of midibuses in the city, while making light work of junctions which forced Nationals and the like to take a wide line.

Ride quality from the air suspension remained impeccable and on a par with the best on any big bus. Noise levels were down to coach levels, particularly when on dual-carriageways and motorways at up to 59 mph.

There was no doubt the Vecta could keep time, but the nature of its performance impressed. Power and handling together with an ergonomic cab layout made driving a pleasure.

Just below the steering wheel on the right wing of the MAN dash lies the push button door controls. Next door is MAN's diminutive secondary hand brake. This thumb-nail sized mini control held with disarming ease on our 1 in 6 test hill. A familiar spring-release handle is provided for parking.

In fact moving-off on the hill-start was so effortless that it really questioned why we bothered to include a hill-start in the test.

The mini-brake comes into its own at bus stops. Doors and handbrake controls are in close relationship for safety and reduced fatigue, though there is potential confusion as to which handbrake is in use - particularly if both are on.

Our simulated local service test was based on current Greater Manchester Buses' schedules keeping to time on a 13-mile route negotiating 20 right-angle turns, 13 traffic-lights, four roundabouts, two steep hills and other numerous hazards. We observed one-in-three bus stops and kept faithfully to the speed limit during this session which lasted just over four hours - a fair representation of one half of a driver's daily duty.

Verdict

The Vecta carries Optare's characteristic flair with distinction. It is an ideal short Leyland National replacement and an excellent alternative to the Delta. However, by going for the 10-metre market it falls between cheaper midi-buses and larger vehicles with more cost effective capacity.

By going for its proven formula of an

exclusive package, Optare must break down barriers to achieve the sales this product undoubtedly deserves.

Operators thinking in terms of 53 seats may find it too small.

Others working to tight margins will hold their hands up at the

£72,000 price tag, and others will resist the temptation to pioneer a chassis type as yet unproven on UK bus work.

MAN has supported the venture in two crucial areas: servicing can be arranged through any MAN truck dealer (including 17 strategically positioned bus specialists); a repairs and service package can be tailored to operating

conditions and length of local authority contracts.

Fleet and small operators alike should take comfort from dealing direct with Optare in Leeds (missing out the middleman) and a structured programme of product training is available.

In the final analysis the Optare formula ought to win friends. It is a stylish, practical, frugal, robust and 'green' package that is very hard to beat.

This is the right vehicle to win back passengers in a market place that must become more environmentally aware.

Despite all best intentions the cost equation will dictate buying decisions. Operators doing their sums correctly will find the economy of daily operation, together with the long term savings of heavy duty components, are compelling justification to give the Vecta a very close examination.

And don't forget the potential advantages of commonality, not only with other Optare products, but the MAN 10.180 coach chassis. Definitely an ideal small bus for the coach operator.

AT A GLANCE

Ride quality:	Very good by big bus standards. No unpleasant lurching or pitching anywhere on the bus.
Steering:	Light and direct. Height and rake adjustment still leaves steering wheel low and flat.
Braking:	Progressive, powerful and reassuring. Three stage integral retarder is particularly helpful on steep descents. During gentle driving the system works well, but drivers should keep an eye on standing passengers when braking heavily because gearbox down-changes contribute to braking power.
Noise:	General levels are very low despite low floor levels. Loud compressor, but no significant wind noise or rattles.
Sound:	(at 50 mph) Front - 72 Db (A) Middle - 72 Db (A) Rear - 74 Db (A)
Luggage space:	Two tier luggage pen over front offside wheel arch takes up the space of two seats.
Security:	Key start with separate master switch. Lockable rear emergency door and driver's sliding window. However, a less sophisticated device is required for the twin-leaf glider doors.
Heating:	Saloon heating provided by convection radiation fitted continuously throughout the saloon. Driver activated electrical heating control provided by the engine cooling system, fitted with a three speed fan and heating control.
Ventilation:	Four hopper vents (two either side)
Lighting:	Interior: Four florescent fitments down each side of the roof. Exterior: All lights are common to the Delta, including the comprehensive rear light clusters with individual lenses.
Handrails and guards:	Diptac specification high visibility rails are standard, using large diameter (35 mm) textured handrails. Five seats to roof stanchions either side of gangway.

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How to stop passengers smoking on your coaches

Q DO you have any suggestions how I should set about banning smoking on my coaches?

TH, West Yorks

a THE law is that no passenger shall smoke in any part of a PSV where there is a notice prohibiting smoking, except on a private hire where both the operator and the hirer have given permission for passengers to smoke in these banned areas.

Any passenger who smokes in contravention of such notices can be removed from the vehicle by the driver, or on the request of the driver, by a police constable. You will therefore need a supply of 'No Smoking' stickers and would do well to put a clause in your private hire confirmation documents making it clear that smoking is totally banned.

As well as making sure they do not smoke themselves, drivers will need to be given some instruction in the application of diplomatic enforcement techniques to passengers who fail to comply (throwing passengers off may be permitted by law, but is not good for public relations!).

If you are convinced that an overall no smoking ban is commercially expedient, get it into your local papers as a news item. This will help implement your new policy and, if you have made the right commercial decision, should increase your carryings.

Q IN your answer to CA, South Yorks in Coachmart on August 15 you replied, quite correctly, that it was possible for a single driver to legally operate an eight-day tour.

You then went on to

**QUESTIONS
answer**

Questions on any aspect of coach operation that is giving you problems should be sent to: **Marksman, c/o Coachmart, Wentworth House, Wentworth Street, Peterborough, PE1 1DS, or by fax: 0733 62656.**

suggest that a driver could actually drive for virtually 14 days without a weekly rest period. Surely the absolute maximum is 12 days?

GA, Hants

a ONE of my longstanding objections to EC hours regulations is their complexity!

If people of no more than average intelligence, like me, can make mistakes in grasping the detail of them, the chances of misunderstanding by those drivers with low numeracy and literary skills, are unacceptably high. A law of this nature needs to be comprehensible to the densest every-day user of it - for he is more likely to face prosecution under it than his better educated masters.

Yes, you are quite right. There is an overall maximum of 12 driving days (on non-regular services) after which a weekly rest period must be taken. I did say, 'Providing that other limits are not breached' and this is one of them.

Whilst I am grateful for you picking me up on the detail, the principal I stated is correct that a weekly rest period only has to either start or finish in the week to which it relates. It does not have to be wholly in one week.

Q I KEEP reading in Coachmart of traffic commissioners requiring operators to use flow-charts to plan maintenance.

What is a flow-chart and where can I buy one?

GS, West Sussex

a AN example of a flow-chart used in this way can be found at the back of the Department of Transport's publication 'Guide to Maintaining Roadworthiness - Commercial Goods and Passenger Carrying Vehicles' (HMSO - £3).

Any sort of year planner can be used as a flow-chart, or you can create something yourself.

In essence it is no more than a line diagram which indicates the period when vehicle maintenance becomes due.

By having the entire fleet on one chart it becomes possible to plan workshop activity in a way that eliminates peaks and troughs in the workload.

Q DOES the legal lettering of seating capacity have to be on the inside or the outside of a PSV vehicle?

MM, London

a BEFORE October 1984 it had to either be on the nearside exterior or, if inside, in a position where it could be seen from the nearside exterior.

Since that date regulations require lettering 25mm high, in a contrasting colour to the background, on the inside of the vehicle in a position where it may be read from inside or outside the vehicle. This regulation requires that the standing capacity (even if it is nil), as well as the seating capacity, is displayed.

Although the regulation is written in words which require all PSVs, irrespective of age, to comply, there appears to be a tacit understanding by the enforcement agencies that pre-existing external lettering need not be repositioned.

If you are repainting an older vehicle you would be well advised to put this legal lettering on the inside.

Q OPERATORS more experienced than me often speak of 'Notices and Proceedings.'

What are they talking about?

WS, Kent.

a N&Ps as they are also often know, are the record, required by statute, of the applications made to the traffic commissioner and his decisions.

They are published fortnightly by each traffic area office and available from them on subscription at £2.50 per copy.

Marksman will answer more of your questions on a variety of topics concerning the industry in Coachmart on September 26.

Weekly report on law and the coach operator by Michael Jewell

Bryan Richards has PSV licence suspended and told he could be banned



THE PSV operator's licence held by Bryan Richards, trading as B & D Richards, of Neath, has been suspended while each of his

vehicles are put through a further MoT test.

The suspension followed Mr Richards' fourth appearance at disciplinary proceedings in 12 months, before the South Wales traffic commissioner, John Mervyn Pugh.

Traffic commissioner told Mr Richards that the state of his fleet was 'horrendous' and that he had ignored all the help he had been given... he was at the end of the road.

Mr Richards, who sought an adjournment part way through the proceedings in order to take legal advice, was told that there was no guarantee that he would be allowed to continue to operate and that he could be banned from holding a licence for a long time to come.

Since the last public inquiry in January, at which the duration of the five-vehicle licence was cut so that it expires at the end of the year (*Coachmart*, February 7), a further five prohibition notices had been issued to Mr Richards' vehicles, including an immediate prohibition endorsed 'neglect' placed on a vehicle which was carrying children to France.

Mr Richards said that the vehicle concerned developed a fault in France. He admitted driving the vehicle back to base despite not being the holder of a PSV driving licence, saying that he understood that a fitter was able to drive a public service vehicle.

Mr Mervyn Pugh said that he was very concerned that Mr Richards was once again at a public inquiry.

On the last occasion he had gone

through a simple system of planned maintenance with Mr Richards, one that was operated by many other operators and which did not fail. He wanted to know what had gone wrong.

Questioned by the commissioner, Mr Richards said he had not brought the defect books he used with him, or copies of letters sent to drivers pointing out their responsibilities.

He admitted that he was not using a simple daily 'nil defect' reporting system and that he did not have a contract with an outside contractor to undertake every third inspection, as he had promised on the last occasion.

Norman Walter, Mr Richards' fitter, said that he had only been employed full-time since June, previously having been a part-time fitter/driver.

He was told that inspections were every three weeks but in fact the vehicles were inspected about once a month.

He had not been told about any inspections being undertaken by an outside contractor, though a freelance fitter did come in on occasions to help. He was given a large defect book and just told that the drivers reported defects either to him or wrote them in the book.

Suggesting that in view of the seriousness of the situation, Mr Richards ought to consider taking legal advice, Mr Mervyn Pugh said: 'The state of the fleet is horrendous. As I have said before, you are a decent gentleman and I have tried to help in every way, but you have gone on your own kamikaze way. You have ignored all the help and advice and you are now at the end of the road.'

Saying that he would like an adjournment to seek legal advice, Mr Richards offered to have his vehicles checked weekly in the meantime, and by an outside garage every three weeks, sending copies of all the inspection reports to the traffic area office.

Adjourning the proceedings for a

fortnight, and suspending the licence with effect from the end of August, Mr Mervyn Pugh said the suspension would only be lifted when each and every vehicle had passed an MoT test and the certificates sent to the traffic area office.

He said: 'At the adjourned hearing I will need to see evidence that the maintenance system is working, a contract from an outside contractor and that you are operating the advice given to you.'

'I gave you a warning and you gave me an assurance and you failed. In hindsight, I failed; perhaps I should have closed you down in January' - Mr Mervyn Pugh.

'This is not to be taken that you will be allowed to continue - that will depend on how you present your business when you next appear.'

'You admitted driving without a PSV driving licence and that needs no words of mine as to how severe that would be if the vehicle was involved in an accident. It is your duty to see only qualified drivers drive. It is indicative of your ignorance when you read your insurance.'

The traffic commissioner then told Mr Richards: 'I never thought in January that it would reach this stage.'

'You should know I am totally a man of my word. What I say, I do. I gave you a warning and you gave me an assurance and you failed. In hindsight, I failed; perhaps I should have closed you down in January,' he added.

Warning Mr Richards that he must watch out in the future, Mr Mervyn Pugh said: 'Vehicle inspectors will be ever present. It has now reached the stage when you cannot be trusted.'

Weekly report on law and the coach operator by Michael Jewell

Vehicle offences cost Smiths of Stratford more than £2,000



A STRATFORD coach company, which forgot to renew its licence and carried on operating, has been ordered to pay £2,150 in fines and costs.

Philip Smith - trading as Smiths of Stratford - pleaded guilty to 14 offences of using a vehicle without a PSV licence, two offences of exceeding four-and-a-half hours driving without the required break, two offences of not having the correct legal lettering on the side of a vehicle and one offence of using a PSV vehicle without a fire extinguisher, when he appeared before the Stratford upon Avon magistrates.

He pleaded not guilty to one offence to using a PSV O-licence identity disc belonging to Ken Rose Coaches with intent to deceive, one offence of using an out of date PSV O-licence identity disc with intent to deceive and one offence of using a PSV vehicle without a First Aid kit readily available.

James Puzey, prosecuting, said that Mr Smith had held a licence authorising the operation of four vehicles that was due to expire at the end of November 1991.

However, in February 1990 the traffic commissioner cut the duration so that it expired at the end of June 1990.

Traffic examiner, William Hutchinson, said that on November 14 he saw a DAF coach in Wellsbourne displaying an international licence identity disc. It contained three passengers and was being driven by Mr Smith. Later the same day he saw a Ford 53-seater pick-up a full complement of passengers in the IDC car park in Stratford.

On November 27 the DAF coach was again seen being driven by Mr Smith and later the same day the Ford was again seen to pick-up passengers at the IDC car park.

He examined the licence identity disc and saw that it was in Mr Smith's name and that the date of expiry was November 1986. The lettering on the side of the coach was that of Ken Rose Coaches, of Broadway.

When interviewed, Mr Smith had admitted he did not have a licence, that he was aware that the disc in the Ford was out of date, and that he had used the Ken Rose disc in the DAF to tie up with the legal lettering.

He had said Ken Rose had agreed he could use the disc. He had put the Ken Rose legal lettering on the coaches, confirming that it was all right with Ken Rose beforehand. He had agreed it was done so that the public would think it

was a Ken Rose coach.

Questioned by David Munro, defending, Mr Hutchinson said that on November 14 he had been unable to see whose name the licence discs were made out in.

When he boarded the Ford on November 27, he had not looked in the cabinet marked 'First Aid'. The licence disc had clearly expired. It had not deceived him and had not had any chance of doing so. There was another disc behind that disc in the holder, and that disc was in the name of Johnsons of Henley. A cursory look would have given the impression that they were valid discs.

Philip Smith admitted putting the Ken Rose legal lettering on his coaches to 'fool' the public.

Traffic examiner, Dominic Green, said he had looked for the First Aid kit in the space indicated for it on a shelf above the driver's head.

A statement was read to the court from Ken Rose, a director of Ken Rose Coaches, who said that in August 1990 he had been asked by Mr Smith whether he had a spare licence disc as he had forgotten to renew his. The loan was for one month. He had told Mr Smith that his legal lettering must be put on the vehicle.

In October Mr Smith said he was still waiting to go to public inquiry, as he had to get evidence of financial standing from his bank. He heard nothing else until he was told that Mr Smith had been stopped in Stratford. At no time was he the operator of the vehicles or the employer of the drivers. His firm had not received any financial reward from Mr Smith.

Mr Smith said he had not received any reminder from the traffic area before his licence expired in June 1990. He was not really aware that it had expired, as the licence discs still had an expiry date of November 1991.

The letter from the traffic area in August, asking for the return of the licence discs, came as a complete shock. He sent three discs back, the fourth having been lost 12 months previously. He was told he would have to apply for a new licence and that it would take about 12 weeks.

He had contracts for a local service to Wellsbourne and with IDC. He initially parked up the vehicles and hired

Johnsons of Henley to do the work.

However, he discussed the situation with Ken Rose, who said he had four spare licence discs and saw no reason why he should not lend him one.

He had said he would put the Ken Rose disc on the DAF, said Mr Smith, which was being used on the local service at the time. He then acquired the Ford, which was a more suitable vehicle. He had used the Ken Rose disc on the service bus. He had not thought that he was doing anything illegal.

On November 27 he had not checked to see which disc was displayed on the vehicle. He was not aware that it was old. If he had known, he would have hired in someone else to do the service or borrowed another disc from Ken Rose. Mr Smith maintained that there had been a First Aid kit on the Ford in its proper place. He did not know what had become of the fire extinguisher.

Questioned by Mr Puzey, Mr Smith said he had been in the coach business for 22 years. He agreed that the curtailment of a licence was a major event that was likely to stick in an operator's mind.

Mr Munro argued that the prosecution had failed to establish that there was any intent to deceive. Mr Smith had faced a difficult situation that he had not faced before, and with hindsight he had done the wrong thing.

On both occasions when Mr Smith had broken the four-and-a-half hour driving rule, he had been persuaded by passengers to only take half an hour's break.

The application for a new licence had become protracted, said Mr Munro. There was a squabble over who should seek the bank references. The application had been further delayed, pending the present proceedings. That had had a profound effect. The business had been in financial difficulty, and it had now failed.

Mr Puzey said that it was very unlikely that an experienced and efficient operator would put a licence holder on a new coach without looking to see what disc was in the holder. Mr Smith had clearly wanted the vehicles to look like Ken Rose coaches, as he had painted that company's legal lettering on the side.

The magistrates convicted Mr Smith of the two offences of displaying discs with intent to deceive, but cleared him of using the Ford without a fire extinguisher. They fined him a total of £1,650 and ordered him to pay £500 prosecution costs.



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Or see us on Stand number 523 at 'Coach and Bus '91' and Stand number GH2010 (Wales) at 'World Travel Market'.

EuroDisney says policy 'will evolve'

ONE OF EuroDisney's top executives has admitted that the experiences of Disneyland in the USA have contributed to policy problems which affected coach operators this year.

In a full and frank personal reply to *Coachmart's* criticism of the slow start in agreeing group rates, vice president of sales, Jon Winder, promises better things to come... and says coaches will be welcomed in every way.

'By now, the coaching industry has received our plans and offers for EuroDisney. We have a complete offer, designed with the coaching industry uppermost in our minds - an industry, it must be said, in which our experience in the US has been limited, hence

the need to consider carefully each piece of our programme.'

French-based Mr Winder says he understands that many operators will have disagreed with EuroDisney's policies, but says that the decisions 'will no doubt evolve further over time.'

He said he had been following *Coachmart's* articles about the venue: 'At times critical, at times complimentary, you at all times have helped to foster an active communication between ourselves and the coach industry.'

Mr Winder goes on to explain that use of Disney characters and logos is restricted because of the unlicensed use for promoting products, and added that the release of artwork was geared



EuroDisney - top man answers Coachmart's criticisms.

directly to an operator's investment in EuroDisney tours and excursions.

'Please know that we are most interested in working

with the coach industry, and are absolutely convinced of the value of their support and of the mutual benefits of working together,' he says.

French area sets out for operators

FRENCH regional association, Loisirs-Accueil Somme, is dealing direct with UK operators on tailor-made trips to its local venues.

Battlefields tours, sightseeing tours of Picardy, short breaks to Parc Asterix and a birdwatching tour are among packages put together by the association, using hotels from the Ibis, Mercure and Novotel groups among others.

Prices for the tours are very reasonable. For instance, two nights half board on the battlefield tour costs around £60 (558 FF) and a day at Parc Asterix around £39.

Hotel rooms are at a set rate for special itineraries - around £15 bed and breakfast, with a £12 single room supplement and a set menu dinner price starting at about £10.

Free places are offered for

every 20 rooms, and the driver and group organiser or courier are accommodated free. Deposits of 25 percent are payable 30 days before departure.

Full details of tours of the Somme area are from Loisirs-Accueil Somme, 21 rue Ernest Cauvin 80000, Amiens, France, Tel: 010 33 22 92 26 39, Fax: 010 33 22 92 77 47, and ask for Marie-Pierre or Frederic.

Dover dock work starts

WORK has started on Dover's £11 million Eastern Docks ferry berth.

The largest single investment ever undertaken by Port of Dover begins with dredging worth £0.6 million. The remainder of the work will be completed before the Channel Tunnel begins challenging ferryports for business.

'We and our partners are determined to be in the best shape possible when the competition from the Channel Tunnel starts,' says general manager of the ferryport, Michael Krayenbrink. 'We need to be sure that sufficient berthing exists so that delays do not occur - delays due to such things as a berth not being available because of damage, maintenance or bad weather.'

A venue fit for Queens

AMBLESIDE'S Queens Hotel is hoping to fill all of its 24 en suite rooms with an offer to coach operators this winter.

Bargain breaks of four nights or more at the hotel are £19 a night bed and breakfast during the week, £24.50 over Friday and

Saturday - not cheap but reflecting the central nature of the quality hotel.

Mealstops can also be arranged all day in the restaurant, tea room, bar lounge or pub. **Phone 05394 32206 or Fax 05394 32721.**

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- Trace the fascinating history of the **Royal Marines** at their **Museum**.
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- Enjoy tropical temperatures and water flumes at **The Pyramids**.

For FREE information, details of group rates, and assistance in organising your tour contact

John Gibbs
Portsmouth Tourism (CO)
Civic Offices
Portsmouth PO1 2BG
Tel: 0705 834086

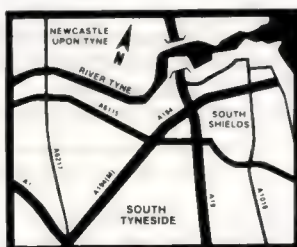
The signs of good times ahead!



THE ROMAN FORT of Arbeia at South Shields features a superb reconstructed gateway, excavations and museum marking its importance in the construction and garrisoning of Hadrian's Wall.

THE LEAS dominate a magnificent stretch of coastline embracing Marsden Bay and its world-famous Grotto, the seabird colony of Marsden Rock and Souter Lighthouse. The Leas and the Lighthouse are National Trust Property.

South Tyneside enjoys excellent road links to the main motorway and trunk road network via the A1, A194(M), A19 and Tyne Tunnel. Newcastle with its international airport and main line railway station is only 20 minutes away. The Metro system, excellent bus services and crossriver ferry serve all parts of Tyneside.



THE COOKSON COUNTRY TRAIL takes in places of interest from the early life of Britain's most popular author. Guided tours are available.

ST. PAUL'S CHURCH, Jarrow, where the Venerable Bede wrote the first History of England and the remains of the Anglo-Saxon Church and Monastery grace this important Christian heritage site.

SANDHAVEN BEACH is South Tyneside's main beach which won the European Blue Flag in 1990 for its cleanliness and facilities.

THE COOKSON COUNTRY FESTIVAL is South Tyneside's annual summer programme of fun and entertainment with big name stars and attractions to suit all the family.

**Come and see
us at
Coach and
Bus '91
Stand No. 521**



**Arbeia
Roman Fort**



**Marsden
Rock**



**Souter
Lighthouse
& the Leas**



**St. Paul's Church
& Bede Monastery
Museum**



That's South Tyneside!

FOR FURTHER INFORMATION CONTACT:
Press and Promotions Officer, Town Hall, South Shields
Tyne & Wear NE33 2RL. Telephone: (091) 427 1717

Tourists warned over animal trade

THE Worldwide Fund for Nature has warned tourists to avoid buying animal skin and tortoiseshell souvenirs - or risk prosecution.

Trade in all crocodile, snake and lizard skins, the fur of many big cats and other animals, and anything made from tortoiseshell, coral or ivory is illegal.

Every year, customs officers seize hundreds of souvenirs from unsuspecting tourists, and the WWF would like holidaymakers to be aware of all the restrictions.

A spokeswoman for WWF said there was a misconception that, if the holidaymaker had not been to

an 'exotic' venue where the product was originally made, there was no risk. But she said illegal trade in furs and other products was openly carried out in many Mediterranean and near-European countries.

'Wildlife is often killed or captured in one country, smuggled into another and then exported with false permits to a third, making its origin almost impossible to trace,' said the WWF spokeswoman.

Not only do holidaymakers try to bring in small animals and birds as pets, but they attempt to import plants. But the WWF warns that cacti and orchids are also on the 'prohibited' list.

New tour brochure

TOUR wholesaler, Albatross, has issued its 1992 brochures, offering a range of UK and European holidays.

The UK and Ireland brochure features seven-night breaks at Ryde, Isle of Wight, from £142 half board, five nights at St Ives from £107, Loch Lomond at £124 for five nights, a three-night break for the Garden Festival at Ebbw Vale for £81, and a seven-day tour of Wicklow and Connemara in Ireland for £175, all prices for a twin room half board.

The European brochure is priced in destination currency - conversions to Sterling are

made at the time of invoicing. Conversions at the time of going to press gave prices of £117 for five nights in a four-star hotel in East Tyrol, around £21 a night at Lake Garda peak season, Rhineland for around £24 a night, and around £27.50 a night in the Loire Valley.

Czechoslovakia is one of the more unusual destinations, with five nights in Karlovy Vary - a spa town - for around £163.50 including guiding.

Details of Albatross tours, and copies of 1992 brochures, are available on 0622 690279/754725, Fax: 0622 759454.

Vienna's food-finding service

A NEW computerised mealstop service has been launched by London-based Vienna Group.

The Dine-A-Group operation offers instant booking of restaurants anywhere in the UK and Ireland with just one phone call. Within hours, Dine-A-Group claims it can track down a suitable venue with suitable menu, provide a sample menu, and finally book meals.

The service has its own discount arrangement of one-in-25 meals free and says it has personally checked out all of the restaurants it uses: 'Who can afford to spend hours thumbing through phone directories and coming up with a list of venues only to find that none of them meet the standard required?' said Garry Thompson, manager of Dine-A-Group.

Meal budgets can be set before Dine-A-Group books, or operators can buy vouchers for their tour groups, allowing them the flexibility to book in en route to a wide variety of hotels and restaurants in the Vienna Group's network - built up over 20 years of trading.

Full details are from Dine-A-Group on 071 286 5294, Fax: 071 229 3917.



Bertie the Badger with friends, Clare, and Aristotle Tortoise: starring at Covent Garden's Fortune Theatre.

Enjoy a great day out with Bertie the Badger and friends!

COVENT Garden's Fortune Theatre is offering family groups the chance to avoid Widow Twanky and Buttons this Christmas with pantomime, Bertie the Badger's Christmas adventure.

The show has all the traditional ingredients of panto, with singalongs and audience participation aimed at the three to nine-year-olds.

First staged three years ago at the Fortune, the show has been revamped with new costumes.

The Pied Piper Theatre Company - whose founder Tina Williams wrote the play - has already tested out its technique on 400 schools this summer, so it should be a polished performance!

The show begins on December 17, running until January 4, with two matinees daily.

Contact Fortune Theatre, Russell Street, London WC2, Tel: 071 836 6260, Fax: 071 379 7493.

Coach operators asked to push Thames trips

OPERATORS are being asked to promote trips down the Thames as part of tour itineraries this and next year.

The London Tourist Board says three million people board boats every year, among 55 percent of all passengers coming from overseas.

The potential is for

traffic along the Thames to increase by 45 percent.

Not only is the London Tourist Board anxious to promote the riverboat services on the Thames - which is now one of Europe's cleanest major waterways - it would like to see tour operators using more of the many independent cruisers



available for hire to get a unique view of the Thameside's numerous tourist attractions.

Above (left to right): celebrating the launch of 'Take Time to Discover the Thames' are John Tweedle, of the Riverbus

Partnership, Port of London's David Jeffery, LTB's Catriona Campbell, London Dockland's Sunny Crouch, and the Thames Passenger Services Federation's representative, Gary Beckwith.

Torquay hotel pegs its 1992 rates

TORQUAY'S Palm Court Hotel has announced rates for 1992 which - in high season - are pegged at 1991 rates.

The highly competitive tariff includes peak season seven-night stays, half board, for £161.50, and four-day breaks until April 1992 for £63.50, including en suite facilities.

The hotel admits there are cheaper hotels in the Torbay area: 'Group booking customers are demanding higher and higher standards and in our experience they are usually prepared to pay just that bit more for something a little better,'

says the hotel.

The seafront location of Palm Court and regular entertainment, including jazz bands twice a week, even out of season, should make the hotel ideal for the over-55 age group.

The venue is offering free bed and breakfast to any coach operator after October 28 so you can see for yourself the improvements and facilities at the 70-bed hotel.

Full details and 1992 tariff from Mr J Skeffington, The Palm Court Hotel, Tel: 0803 294881.

Get motoring for show tickets

TICKETS on a sale or return basis are available for the Motorfair at Earls Court... but you'll have to step on it to get a trip running.

The big motor show starts on October 17 and continues for 10 days.

One of the most popular consumer shows, it boasts all the major manufacturers exhibiting everything from saloons to concept cars.

The standard £7 entry is reduced to £5 for coach

operators, and children get in for £3. There is no reduction for the public preview day.

The Motorfair has produced both leaflets and posters for operators to use in advertising their excursion.

The exhibition opens at 9.30 am and closes 7.30 pm daily.

Bookings and further details are from Motorfair Box Office, Tel: 071 373 8141, or the organiser's office on 071 370 8203/8182.

Robin Hood helps centre

NOTTINGHAM'S tourist information centre at Wheelergate has had a major boost this summer from the blockbusting Robin Hood films and tennis' Federation Cup competition.

Souvenir sales were up 26 percent over the first seven months of the year, compared to 1990.

And the number of visitors to the centre rose by five percent in the same period.

A Success story

SUCCESS Tours has launched its 1992 brochure with a wide range of European destinations, including EuroDisney, Floriade and the Belgian Beer Festival.

Wholesale rates for weekends in Amsterdam, including ferries, start at £54.50 for three nights B & B, rising to £101 peak season in the city centre. In a hotel on the outskirts of Amsterdam, this price drops to £88.

A two-night stay in Belgium for the beer festival starts at £49 B & B, while Campanile Nogent Sur Marne, near EuroDisney, is being charged at £80 for three nights B & B.

Spanish holidays include Blanes at up to £143.50 for seven nights full board and Lloret De Mar at up to £152 for seven nights.

Brochures of the full range of Success Tours breaks are from Len Sparrow or Bronwen Douglas on 0225 764205, Fax: 0225 777520.

Cologne's sweet offer

COLOGNE's tourist office has put together a package of discounts, including free entry to the German city's nine museums, for just £2.75.

The Cologne 'Bonbon' includes discounts on a whole range of attractions, including the Rhine cable car, scenic boat trips, the zoo and aquarium. The voucher book also has a DM3 gift voucher for use at Christmas markets,

and a free gift.

The only stipulation is that Bonbon users must have spent at least one night staying in a Cologne hotel. The package costs just DM8.

Details of the Cologne Bus Bonbon are available from Verkehrsamt der Stadt Köln, Unter Fethenhennen 19, D-5000 Köln 1, Germany, Fax: 010 49 221 221 3320.

Portsmouth


D-DAY

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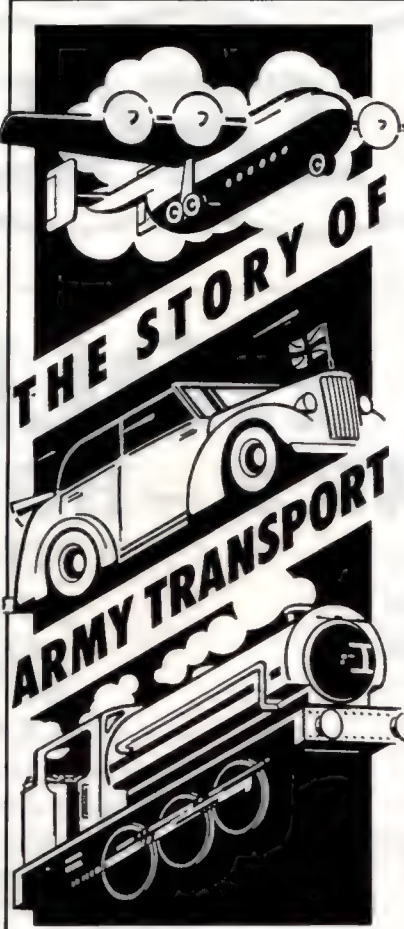
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For further details telephone (0705) 296905



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Yet the hotel is only 30 mins drive from Edinburgh or Glasgow and several minutes from Stirling town centre.

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Our newly built 27 bedroomed extension and four fully equipped conference rooms surrounded by a large coach park are due to open in April 1991.

We guarantee that you will be pleasantly surprised by our keenly priced group rates.

Can your company afford to overlook our competitive terms?

Group bookings can be made direct to Hotel or by contacting:

Voyager Travel (Groups Department), Rutherglen Business Centre, 81 Farmeloan Road, Rutherglen, Glasgow G73 1EE

Telephone 041 647 6311 Fax 041 613 1459



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3 NIGHTS

NOV/DEC '91
£46 Nett
per person

JAN/FEB '92
£39 Nett
per person

MARCH '92
£51 Nett
per person

PRICE INCLUDES

Night crossing from Harwich on a Saturday night.

Berth in a two berth cabin.

Two nights bed and breakfast accommodation at the 3★ Hotel Lakeland
in Monnickendam (sharing a twin room)

Return crossing from the Hook on a Tuesday 1200 sailing

All local service charges and VAT

FRANCE PARIS

For this winter Sealink Stena Line can offer you a choice of 3 hotels
in and around Paris

Prices per person:

		NOV/DEC '91	JAN-MARCH '92
Hotel Campanile Berthier	1 Night	£28 Nett	£27 Nett
	2 Nights	£43	£42
Hotel Campanile Bobigny	1 Night	£24	£23
	2 Nights	£36	£35
Hotel Arcade La Villette	1 Night	£27	£26
	2 Nights	£41	£39

All of the above Paris prices include return ship crossing from Dover or Folkestone, and include 1
or 2 nights bed and breakfast at the above hotels sharing a twin room on a Friday/Saturday night.

All local service charges and VAT



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INCLUSIVE GROUP DEALS

IRELAND SUMMER '92

Sealink Stena Line have a range of tours available for summer 1992 including accommodation and ferry crossings in the package

Prices per person from:

Killarney Co Kerry based tours

4 Nights	£128 Nett
5 Nights	£155
6 Nights	£182
7 Nights	£209

Lisdoonvarna Co Clare based tours

4 Nights	£127
5 Nights	£151
6 Nights	£180
7 Nights	£205

A BREATHER TO THE WEST COAST OF IRELAND

The Allingham Arms Hotel at Bundoran, County Donegal is a truly luxurious base for your clients to explore the fabulous west coast of Ireland. Play a little golf on dramatic courses or simply relax fishing. These two offers on Sealink Stena Line are superb value for money and operate on either the Stranraer – Larne or Holyhead – Dun Laoghaire sailings.

FROM STRANRAER

4 NIGHTS

£55

NETT PER PERSON

Valid 01/10/91-31/3/92

*Excludes Bank Holidays
and Rugby Internationals*

Price includes:

4 nights Bed and Breakfast at the
Allingham Arms Hotel sharing a twin room
(Monday-Friday).

All local service charges and VAT.
Return crossing from Stranraer on
Sealink Stena Line

FROM HOLYHEAD

6 NIGHTS

£77

NETT PER PERSON

Valid 01/10/91-31/3/92

Excludes Bank Holidays and Rugby Internationals

Price includes:

2 nights Bed and Breakfast at the Royal Hotel in
Bray (Sunday night and Friday night). 4 nights
bed and breakfast at the Allingham Arms Hotel
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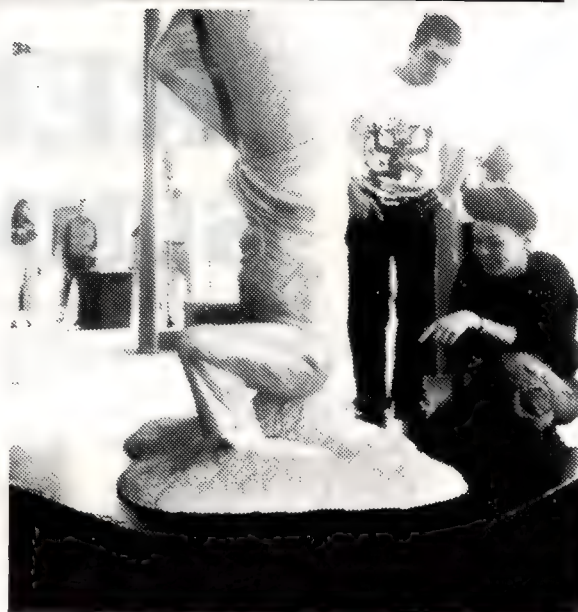
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Fax: 071-242 0053.

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91

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Room 792, Jacob's Well,
Bradford, BD1 5RW.

Gould promises new London authority under Labour

LABOUR'S shadow environment secretary, Bryan Gould, has promised a new Greater London Authority to end the buck-passing of responsibility in the local authorities.

Coach operators have been increasingly critical of 'we're all right Jack' policies within the City, where coach parking, set-down points and access are being eroded because no single council wants to 'attract' coaches.

Now, Mr Gould has promised a GLA to oversee problems which affect the whole of the city: 'The GLA will be a lean and hungry strategic body, not a recreation of the GLC, and thus able to co-ordinate and plan responses to the many issues that affect London as a whole,' he says in the London

GLA will help tourism in the capital - claim

Tourist Board's London Log magazine. 'Public transport is overcrowded and suffers from a legacy of under-investment,' he says. 'The streets are dirty and the air polluted. Growing inequalities threaten London with a creeping dose of what I have dubbed New York syndrome, as areas slide into a circle of decline and fear of crime disables whole communities.'

'It is in our interests to invest in better public transport and to give new attention to cultural and artistic life in London.'

Mr Gould says the new authority would help spread the load of tourism, directing people to less well-known landmarks, museums, galleries and theatres.

Superstore close to Emmerdale

WAREHOUSE-style store, Tradex, can link a visit to its Leeds branch with a trip to the Emmerdale studio - and offer every one of your passengers a pot of tea.

Tradex offers discounts on everything from food to furniture, clothes, jewellery and toiletries. It promises top-name brands at prices as much as 60 percent lower than high street shops.

The 60,000 square foot store on the Bradford Road, in Pudsey is also keen to look after drivers. Not only do they get a meal but also a £10 commission.

Pre-booking is essential. Tel: 0532 393377 for full details.

South East appeals for Blue Badge trainees

THE South East Tourist Board wants trainees for a Blue Badge course it is running this winter.

Bi-lingual people will be particularly suitable for the course, which starts in November. Tutoring will be on two days a week, through to April at The University of Surrey's tourism department at Guildford, and at West Kent College in Tonbridge. Site visits will be throughout the South East region.

'With the advent of the Single European Market in 1992, and the opening of the Channel Tunnel due in 1993, there is a demand for a new crop of linguist guides to help us live up to our motto of providing "England's Warmest Welcome",' said SETB marketing manager, Peter Varlow.

A prospectus of the course, which costs £558 plus VAT, is from Sally Day, Tel: 0892 540766.

Sally service for Floriade

SALLY ferries' Customline service has swung into action for operators late in booking a tour to next year's Floriade garden exhibition.

The Dutch festival, held every 10 years, helps complement the National Garden Festival in Ebbw Vale, giving the possibility of one of the most spectacular gardening tours ever for holidaymakers.

Sally Line says it can put together a custom-made tour to fit in with almost any itinerary, right down to booking hotels. One free phone call should do the lot.

As with Sally Line's usual policy, it can prepare 250 personalised brochures and five colour posters for every trip, absolutely free. And just in case your driver is a first-timer to Floriade, it will even supply an AA route map to take you to the entrance.

Full details of Customline to Floriade are available by phoning 0800 636465.



Sally Line: One free phone call to organise Floriade trips to Holland.

Zoo is at Coach and Bus '91

LONDON Zoo is launching a new coach operator incentive scheme at Coach and Bus '91.

The zoo last week hacked a third of its staff and aims to relocate a third of its animals as it struggles to stay profitable in the recession. And coach business could help save it.

During a recent *Coachmart* visit to the Regent's Park attraction, a spokesperson admitted that it faced an extremely tough winter. Last year, autumn and winter visits amounted for only a handful of coaches... which had to be boosted or it would risk closure.

'We hope our announcement at Coach and Bus '91 is the most exciting yet,' said the zoo.

'In a bid to tempt more coach operators to include the zoo in their daytrip brochures, the zoo will be presenting more than just discounted admission rates,

easy parking and free guided tours. In addition, exciting prizes will be given away to operators booking trips during 1992.'

Bottles of wine, champagne breakfasts and even 'adoption' of zoo animals would be incentives offered. And the year's best coach operator customer would win a special prize, which the zoo is keeping under its hat at present.

To qualify, operators must register for the scheme before April 1992 by contacting the group bookings department on 071 722 3333. This can also be done at the Coach and Bus show.

● Operators... watch this space. In addition to the many discounts available for London Zoo, *Coachmart* will next week be announcing a special rate available ONLY to *Coachmart* readers, in a package which could fill seats and save pounds.



THE ROYAL Tournament attracted more than a quarter of a million people, and four million watched the charity event on TV.

The Earls Court spectacle - planned next year for July 8 to 25 - raised £100,000 for Services charities, say organisers.

Hatton invites operators

HATTON Country Park is inviting operators to take a look at its plans for 1992 after a successful launch of its new farm park.

The 100-acre country park venue near Warwick offers an adventure playground, garden centre, giant petfood store, fruit park, cafe, farm animals, a pets corner, craft village - the largest in the UK - and plenty of free space in which to picnic or roam around.

Details of free operator familiarisation visits are available by ringing 0926 843411, Fax: 0926 842023.

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The Hotel has beautiful views, and is adjacent to Charel Wynne Slate Mine and Museum, with conducted tours daily.

Pony trekking is available from the Hotel, and Chirk Castle is 5 miles.

Competitive rates for one or more nights

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(19730/CWL)

GOODRINGTON

EBOR TOWERS HOTEL, PAIGNTON

The delightful Hotel overlooks
Goodrington sands and offers:

- ★ 30 rooms (mostly en suite)
- ★ TV lounge and coffee & tea-making facilities in all rooms
- ★ Indoor heated swimming pool with sauna and sunbed
- ★ Entertainment twice weekly

**NOW BOOKING
FOR 1992**

Contact us on

(0803) 551422

(21568/CWL)

TORQUAY

WHO SAID CHRISTMAS COMES JUST ONCE A YEAR?

Join us at the **COUNTY HOTEL**
for our 5 day pre-Christmas Special including
FULL ENTERTAINMENT

and a visit from **FATHER CHRISTMAS**

With our licensed bar, lift, 28 bedrooms (en-suite available), tea making and telephones in all rooms, *Near Sea Front and Town Centre*

Availability for 2nd October 1991

TEL. 0803 294452 and speak to Ray or Marion

NOW TAKING BOOKINGS FOR 1992 (21069/CWL)

WALES

WALES

THE BELGRAVE HOTEL, TENBY

Warm, friendly, comfortable, good food, choice menu, nightly entertainment. All bedrooms with tea, coffee making facilities, Sky TV. Most with private bathrooms.

1992 HALF BOARD JUNE, JULY & SEPT 6 or 7 nights £19.00 + VAT p.p.p.n.
MAY 5, 6 or 7 nights from £17.00 + VAT p.p.p.n.

Telephone Tenby (0834) 2377 ask for Malcolm Thomas

1991 OCT 4/5 nights mid week £15.00 + VAT (21072/CWL)

Southbourne



Warm, friendly, comfortable hotel, with a choice of menu.

Licensed bar, dancefloor and entertainment
All bedrooms with private suite, tea/coffee making facilities and all rooms have colour televisions
Day trips especially welcome for lunch meals in parties or groups.

We specialise in coach parties

Special offers available for October 1991 and April 1992

★ **ALSO NOW TAKING BOOKINGS FOR 1992** ★

For further details ask for John on (0834) 2186

(21583/CWL)



COACHES WELCOME





COACHES WELCOME



DEVON

WATERS EDGE HOTEL SEAFRONT TORQUAY

TEL. 0803 293876 FAX. 0803 299674

Family owned hotel on sea front.

- ★ 48 bedrooms (40 en suite) ★ TV, radio and intercom in all rooms ★ Swimming pool
- ★ Tea and coffee making facilities ★ Sea views ★ Good food ★ Live entertainment

OPEN ALL YEAR

1992 EARLY & LATE SHORT BREAKS PLUS SOME WEEKS STILL AVAILABLE.
RING FOR DETAILS (21464/CWL)

NARRACOTT GRAND HOTEL

BEACH ROAD, WOOLACOMBE, NORTH DEVON

- ★ Superb position overlooking miles of golden sand
- ★ 2/3 Star standard hotel surrounded by National Trust Land
- ★ All 100 rooms en suite, colour/satellite TV, tea/coffee making facilities and central heating
- ★ Extensive leisure facilities including indoor pool, snooker
- ★ Entertainment/dancing, 2 superb floors available.

COACHES AND PARTIES WELCOME 1992 TARIFF NOW AVAILABLE

Telephone: 0271 870418

(21458/CWL)

NEWQUAY

NEWQUAY

Arundell Hotel, Mountwise, Cornwall

A friendly family run hotel, centrally situated with panoramic sea views, offering full English breakfast and varied menus. Under personal supervision of chef proprietor.

- ★ 36 rooms, all en suite with colour TV, radio, telephone, intercom, tea making facilities
- ★ Entertainment 6 nights a week in our large bar with dance floor ★ Full central heating, laundry and ironing facilities ★ Lift ★ Heated indoor pool ★ Sauna ★ Solarium ★ Spa pool.

ON SITE PARKING ● DRIVER STAYS FREE

ASK ABOUT OUR SILLY PRICES FOR JAN, FEB & MARCH 1992

Contact: Audrey Milne on (0637) 872481 (20975/CWL)

NEWQUAY MINERVA HOTEL

Family run hotel only yards from beach and town.

TV all rooms, tea making facs, central heating. Most en-suite, 6 nights entertainment!

Licensed bar

BBEM from £85 per week

MINI BREAKS AVAILABLE EARLY/LATE

Tel. (0637) 873439 (20973/CWL)

NEWQUAY

Popular hotel providing a high standard of food and service. Excellent facilities including indoor/outdoor heated pools, sauna, spa pool.

All rooms col/tv, tel & tea making facilities, full CH, lift to all floors, entertainment 6 nights, 2 mins Fistril beach, free minibus service to town centre, ample coach park, driver free, open all year round, vacancies in 1992.
From £118 per week inc VAT + ensuite, 5 day breaks £70-£88.

Tel: 0637 874292

(20977/CWL)

TREGARN
HOTEL

LEWES

South Leigh Hotel



Ilfracombe, Devon

This family run hotel is close to all amenities and level with the sea front. All rooms en suite, tea and coffee making facilities in all rooms. Lift, entertainment and licence.

CHRISTMAS THEME
WEEKENDS in DECEMBER
CHRISTMAS/NEW YEAR
NOW TAKING BOOKINGS
FOR 1992

Call us now to discuss your requirements.

Tel. 0271 863976

(20867/CWL)

PULL IN AT THE BLUE BELL INN

Open 8am-12.30pm

Bed, breakfast and evening meals, snacks, sandwiches. We cater for your every requirement in fast food

- ★ Restaurant & Bar
- ★ Children welcome (adventure playground)
- ★ Large gardens with beautiful surroundings

★ Within easy access to an assortment of attractions in surrounding areas
Situated at the top of Broyle on the B2192 between Hallard and Ringmer, Nr Lewes.
Ample coach parking. Ring now.

Tel. (0825) 840315

(19912/CWL)

BOURNEMOUTH

FIRCROFT & BURLINGTON HOTELS OWLS ROAD, BOURNEMOUTH, BH5 1AE.

- ★ Parking for coach ★ All rooms ensuite, col TV, tea mkg. ★ Choice of menus ★ Large ballrooms
- ★ Indoor pool, Jacuzzi, Sauna ★ Sports centre (9am-6pm) ★ 3 full size snooker tables ★ many sea view rooms (Burlington) ★ Entertainment ★ Out of season 3/4/5/ day breaks
- ★ Close to sea & shops ★ 1 child FREE

TELEPHONE NOW FOR OUR SPECIAL COACHING RATES

0202 309771 OR 0202 398079

FAX 0202 302542

(20152/CWL)

SOUTHSEA

THE NEW SOLENT HOTEL (Southsea)

- ★ 50 fully equipped rooms ★
- ★ 2 menus - A la carte & Indian
- ★ Dining in style for 200 ★
- ★ Very large bar ★
- ★ Fully stocked games room ★
- ★ Lift to all floors ★
- ★ 2 large TV lounges ★

Driver & Courier stay free!!

0705 875566/291577

Fax. 872023



facing seafront &
Japanese Gardens

(21167/CWL)

GLENDEVON HOTEL

Ideally situated on Bournemouth Westcliff and central to all amenities. 400 yards to beach, 5 min walk to town centre. Family run, 39 bedrooms (23 en suite), t/mkng fac, TVs in all rooms.

Large restaurant, lift, bar, ballroom en/t, TV lounge and games room.

Terms from £70 per week

For more information

Nigel and Amelia Rilstone

Glendevon Hotel, West Hill Road, Bournemouth.

Tel. (0202) 290600

(19970/CWL)

SKEGNESS

QUEENS HOTEL

49 SCARBOROUGH AVENUE, SKEGNESS

Mrs Sylvia Gordon would like to welcome coach parties to the Queens Hotel situated just off the sea front.

- ★ 28 bedrooms, many en suite ★ Tea making facilities all rooms ★ TV lounge ★ Very large dining room ★ Licensed bar ★ Entertainment
- ★ Excellent atmosphere ★ Wide varied menu (5 courses evening meal) 40 or over driver stays free, 50 or over 1 extra stays free.

Open all year round. 4 day Christmas House Party. And try our New Year Party. 3 full days fun, food, festivities (20574/CWL)

REDUCTIONS FOR COACH PARTIES

BOOK YOUR 1992 HOLIDAY NOW TEL. 0754 2073



COACHES WELCOME



Coachmart CLASSIFIED MARKETPLACE

TELEPHONE 0733 898111 FAX 0733 62656

RATES

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Copy deadline: 1pm Tuesday for Thursday's issue. Cancellation deadline: 11am Tuesday.

BARGAIN BUSES

BARGAIN BUS

1977 FORD PLAXTON SUPREME S Reg plate

Tested May '92, in good running order.

£3,000 + VAT

Tel. 0761 434625

Radstock

(21569/BAR)

BARGAIN BUS

1978 BRISTOL LHS

35 seater coach, Plaxton Supreme, good condition, power door, MoT March '92.

£6,000 + VAT ono

Tel. (0329) 284005

(21570/BAR)

BARGAIN BUS

BEDFORD

45 seater coach, 1971, MoT Sept '91, power door, excellent engine and seats.

£995 ono

0205 722359

(21530/BAR)

BARGAIN BUS

BEDFORD YMT SUPREME IV 1979

Power door, radio cassette, PA, decorative curtains, reconditioned engine fitted this month, tested Dec '91, very tidy vehicle. Sale due to loss of contract.

£5,500

Tel. (0993) 850970

(21629/BAR)

AEC

AEC DUPE DOMINANT II, 57 seater, MoT, taxed. £5,750 ono + VAT or part exchange considered. **1977 Plaxton AEC**, 44 seater, semi reclining seats, fully retrimmed, roof carpeted, floor carpeted, toilet, Bristol dome, p/p, p/d, semi auto. £11,500 ono + VAT or part exchange considered. Tel. work 0942 884844, home 061 790 9976.

(21548/AEC)

BEDFORD

1986 BEDFORD YMPs, 28 recliners, toilet, Webasto, tinted windows, curtains, tv, video, pa, vgc, £23,500 ono + VAT. Tel. (0382) 84902.

(21616/BE)

1975 BEDFORD PJK, 29 seater coach, Plaxton Supreme, power door, MoT May '92, good condition and economical, £2,500 + VAT. Tel. Dorset (0935) 872390.

(21614/BE)

DAF

W REG DAF MB200 JONCKHEERE BERMUDA, 51 recliners + courier, TV, radio cassette, rear sunken toilet, drinks machine, MoT 4/92, good condition throughout, £23,000 + VAT ono. Tel. (0977) 661214.

(21500/DA)

1984 DAF BOVA CALYPSO

53 seaters, MoT.
Choice of two.

From £25,500 each
+ VAT

Tel. 071 613 3333

(21618/DAF)

DOUBLE DECKERS

1984 DAF JONCKHEERE P99, 71 seaters, recent new engine, retrimmed, washroom/WC, 6 video monitors, refrigerator, coffee boiler, MoT's December 1991 or April 1992. Choice of two. Can be resprayed in your livery. £48,500 ono + VAT. Tel. Victory Tours, Salisbury 0725 52247.

(21599/DD)

BEDFORD

1984 Bedford YNT Turbo Plaxton 3200, 53 remquette seats, private plate, MoT April 1992. £26,000 + VAT. **1980 Bedford PJK Plaxton**, 29 seats, very clean, MoT August 1992. £6,500 + VAT. Tel. 0388 772772.

(21626/BE)

1980 YMT Dominant II, 53 seater, 12 months MoT, retrimmed 6 months ago, very good condition, £7,000 + VAT. Tel. 061 449 8449.

(21572/BE)

1975 Bedford YRQ Plaxton Elite Express III, 500 engine, 45 seats, MoT 19/4/92, good condition. £3,000 + VAT. Tel. George Edwards & Son on 0978 757281.

(21598/BE)

1974

BEDFORD DUPE

53 seater, express doors,
no engine or gearbox,
MoT July 1992.

OFFERS

Tel: 051 355 2991

(21468/BE)

1979 BEDFORD YLQ DUPE

45 seater, MoT May 1992, taxed until October 1991, good condition, clean inside and out, used by military motorcycle team.

OIRO £4,000

Tel. 081 854 2242
Ext 3284

(21529/BE)

1978

BEDFORD DOMINANT II

53 seater, MoT November 1991, exterior red and white.

£3,200 + VAT

Tel: 0353 860705

(21476/BE)

1984 BEDFORD YNT DUPE LAZER 11 METRE

51 seats, side lockers, radio PA, MoT till Aug '92, good condition, one owner since new. Prepared to take Leopard and National service buses (exchange).

£19,500 ono + VAT

Tel. (0443) 832101

(21522/BE)

1981 BEDFORD YMT 500 TURBO DOMINANT II, 53 seats. £9,000

1979 BEDFORD YNT 500 DOMINANT II, 53 seats. £5,000

1978 BEDFORD YNT 500 DOMINANT II, 53 seats. £5,000

1980 BEDFORD PJK DOMINANT, 29 seats. £6,000

All vehicles are
resprayed in white

MoT'd and subject to
VAT @ 17.5%

PENT RISE TRAVEL
0202 579592

(21539/BE)

BEDFORD 500

YNT Duple Dominant IV,
53 seaters, MoT 91/92.
Choice of two.

£9,550 each + VAT

Tel. 071 613 3333

(21617/BE)

BEDFORD PJK 29 SEATER, 1982

12 months test and taxed, owned by us since new, good condition, clean inside and out, sale due to update of fleet.

£9,750 + VAT ono

Tel. 061 624 7316

(21577/BE)

1979 YMT SUPREME

With new MoT.

£7,000

1983 YNT PARAMOUNT
MoT till Feb 1992.

£19,000

Both owned by us since new and in excellent condition. Usual extras. Exterior green/white, interior brown.

BROWNS COACHES
(WILTSHIRE)

Tel. (0672) 40330 or
(0672) 20558 (eves)

(21557/BED)

DUPE

1987

DUPE 425

Cummins/ZF automatic, 46 recliners, 3 x TV monitors, wired for video (not supplied), toilet, galley with fridge, water boiler, sink and cupboards, rear continental door.

£45,000 + VAT ono
0202 537568 or 0929 554588

(21582 DU)

FORD

1985 Paramount 'B' Reg 53, p/door, etc, MoT April 1992. **£21,950.** 1978 Supreme 53, p/door, etc, MoT February, retrimmed. Offers to clear. Telephone 0604 763388. (21594/FO)

FORD PLAXTON R1114, 1977, 45 seats, MoT March 1992, recently re-sprayed white and also re-upholstered, good all round condition. Would exchange for Bristol LH. **£25,000 + VAT.** Tel. 03552 35292 (Glasgow). (21519/FO)

1984 FORD PLAXTON PARAMOUNT 3200, full executive, recent new engine, 49 reclining seats, fully overhauled and resprayed, tested 7/92, excellent condition throughout, **£25,000 + VAT.** Tel. (0494) 816159. (21501/FO)

1983 FORD DOMI III, power door, double glazed, wired for TV, video, **£7,500 + VAT.** 1978 FORD DOMI II, power door, heated screens, **£3,500 + VAT.** Tel. 081 854 5978 or (0831) 231560. (21580/FO)

FORD R1114
DOMINANT

1977, 49 seater, Bristol dome, p/door, p/address, test March '92, tax Nov '92, very good condition, unused since test. Consider exchange for 25 seater.

For full details tel.

047 022 393/337

(21588/FO)

1978 FORD

53 seater, R1114, MoT Aug '92, taxed, good condition.

£4,500 + VAT

**Duncan's
Coaches Ltd**
(0480) 453863

(21531/FO)

1976-81
FORDS

All good MoTs. All good contract vehicles.

Offers

Tel. (08677) 2270

(21528/FO)

LEYLAND

LEYLAND
245 TIGERS

Semi-autos, long MoTs.

1983, Y reg, DOMINANT IV, 53 seats.

1983, A reg, PLAXTON 3200, 44 recliners, toilet and servery.

1985 B reg PLAXTON 3200, 50 recliners.

1985 C reg PLAXTON 3500, low driver, 49 recliners and toilet.

1985 C reg PLAXTON 3500, low driver, 44 recliners, toilet and servery.

All in white. Prices from £20,000 to £40,000 + VAT.

DORSET TRAVEL SERVICES 0202 537568 or 0929 554588

(21581/LE)

1972 LEOPARD ELITE, Mk 4, front and rear, good seats, recently overhauled engine/gearbox, express doors, MoT May '92. **£3,000 + VAT.** Tayside (0575) 72130. (21624/LE)

1986 Leyland Cub Optare. 33 seater service bus, auto, Telma retarder, power door, in excellent condition. **£12,500 + VAT.** P/X considered. Tel. Mr Rixon on 0656 783269 (S. Wales). (21610/MB)

1986 Leyland Club Optare, 33 seats service bus, destination, auto, power steering, power door, semi-coach seats, excellent condition. Choice of two. Offers please. 1980 Leyland Willowbrook, semi auto, 680 engine, Express doors, semi-coach seats. Offers please. Tel. Blythswood Motors 041 221 3165. (21630/LE)

LEOPARD Plaxton Supreme Mk IV, 1979, semi auto, taxed, tested, retrimmed, grant doors, destination gear, ideal private hire, contract, stage vehicle, full maintenance records and pit inspection available. **£10,750 plus VAT.** Contact Birmingham Coach Company on 021 555 5522. (21622/LE)

1988

TIGER

Pneumocyclic box, Derwent body, 54 seats + 24 standees, MoT June 1992.

£42,500 + VAT ono

Tel: 041 956 5678

(21158/LE)

SPECIAL OFFER

1990 (G) LEYLAND TIGER,
PLAXTON 3500

L 10 Rated Engine 12 metre Chassis
3 Star Plaxton Spec 51 Seats & Crew

Specifications Include

Telma air suspension, microphones, bus compartment, double glazed, moquette trim.

Choice of six vehicles in as new condition.

Offered at a considerable saving on new price. For sale on behalf of clients.

Contact: Pennicus Ltd.,
Buckworth Road, Alconbury Weston,
Huntingdon.

Tel: 0480 891642 days, 0733 265251
evenings. Fax: 0480 890488.

(21584/LE)

LEYLAND Leopard 680, 1978 Dominant II, 53 seater, semi auto, power door, MoT. **£6,000.** Tel. 061 624 0059. (21605/LE)

1984 TIGER CARIBBEAN, 55 rec, tints, blinds, new engine 81,000 miles, clutch 8,000 miles, diff 6,000 miles, 12 months MoT, **£30,000 + VAT.** King of the Road Coaches, Worthing. Tel. (0903) 34010/200245. (20887/LE)

1983 TIGER PARA 3500, 55 fixed, engine o/haul 88,000 miles, clutch 60,000 miles, 12 months MoT, **£30,000 + VAT.** King of the Road Coaches, Worthing. Tel. (0903) 34010/200245. (20886/LE)

1984 TIGER PARA 3500, 53 rec, new engine approx 100,000 miles, clutch 6,000 miles, 12 months MoT, **£32,500 + VAT.** King of the Road Coaches, Worthing. Tel. (0903) 34010/200245. (20888/LE)

MAN VW

MAN SR 280
EXECUTIVE COACH

(1982). 50 semi-reclining seats & courier, toilet, gantry, radio cassette/pa system, wired for TV video, rolla blinds to tinted windows, overhead full air suspension, off-side continental door, 6 speed ZF box, large luggage capacity, 12 months MOT.

£30,000 & VAT ono
Tel. 0862 893333

(21497/MAN)

MCW

1985

METROLINER

Full spec, 71 seater, 3 TVs, video, toilet, drinks machine, tables, MoT May 1992.

£28,000 + VAT

Tel: 071 613 3333 (Example)

(21567/MCW)

METROLINER, new engine and gearbox, with 1 year unlimited mileage warranty, MoT Nov '92, 70 recliners, 2 tables, toilet, stereo/PA, video with 5 screens, drinks, private registration, expensive metallic silver paint. **£29,000 + VAT ono.**

ALPHA COACHES, HULL
Tel. (0482) 658137

(21596/MCW)



MERCEDES

1989 (F) MERCEDES 609D, Coachcraft, 21 seat luxury conversion, deep boot, skirts, saloon heater, luggage racks. **£16,500 + VAT**. Tel. **Browns Coaches**, Pontefract 0977 647454. (21606/ME)

MERCEDES. New choice of 24 to 33 seats in stock now, also selection of used 84-91 vehicles. Tel. **Blythwood Motors** on 041 221 3165. (21633/ME)

1989 (G) MERCEDES 609D

24 seater, hi-back moquette seats, luggage racks, p/door, air conditioning, curtains, full luxury spec, low miles – 69,000!!

£18,250 + VAT ono
Tel. (0262) 672592

(21636/ME)

MERCEDES 408D, 15 seater, 1989 (G), white, Devon conversion, highback luxury seats, PAS, full PSV spec, one owner/driver, 36,000 miles, supplied and serviced by us from new, excellent condition, **£16,950 + VAT**. Cathedral Motor Co, Truro. Tel. (0872) 73949. (21573/MER)

1986 C Reg 608D, Reeve Burgess conversion, 21 seats, MoT till Jan '92, good condition **£11,000 + VAT**

1986 C Reg 608D, Ensor conversion, 19 seats, MoT till Jan '92, large boot, good condition **£12,000 + VAT**

*Or will take £25,000
for the pair*

Tel. (0434) 711089

(21602/ME)

SETRA



1983 PRIVATE PLATE HI LINE SETRA 215 HD

Superb condition, 49 recliners + courier, toilet, coffee machine, 2 x TV video, voith, Webasto, air suspension, bunk, just sprayed, twin pack white.

£45,500 + VAT

Tel. (0375) 673482 day
(0375) 670163 eves

(21600/SE)

VINTAGE VEHICLES



1937 BEDFORD DUPLÉ

Extensively rebuilt and CIF in 1987. Superb condition, used for special outings/weddings etc until recent sale of family coach business. Featured in 'Nostalgia Corner' 25/4/91.

Telephone: 0300 20404

(21620/VV)

VOLVO

1981 5000 JOD
Conversion, **SOLD** £12,000 + VAT

1988 811D ROBIN HOOD
Coachbuilt, 19 seats + courier seat, very spacious, large boot, many extras, **£19,500 + VAT ono**
Both vehicles owned by us since new

**EASSONS COACHES,
SOUTHAMPTON**

(0703) 448153 or 434447

(21491/ME)

MERCEDES BENZ 0303 RHD INTEGRAL

First registered 01.07.85.
49 recliners plus courier seat. One owner from new, private plate, double glazed, TV/video, fridge, hot and cold drinks, driver's bunk.
11 months test.

£46,000 ovno

Tel: 0506 871231 day or
0836 705036 mobile day or night
Scotland

(21457/MER)

SERVICE BUSES

N REG BEDFORD YRT/Plaxton
Derwent, 60 seats **£2,500 + VAT**

N REG BEDFORD YRT/Alexander,
Y Type, 53 seats.....**£1,750 + VAT**

K REG BRISTOL RE/ECW, 49
seats + luggage pen, Gardner
engine.....**£2,250 + VAT**

All above in very nice condition.
Full inspection facilities available

Tel. (0473) 37614 or
(0850) 331067 (Mobile)

(21575/SB)

VOLVO C10M HIGHLINE INTEGRAL

1986, 49 recliners + courier,
curtains, carpets, TV, toilet,
coffee machine, fridge,
driver's bunk, full air
conditioning, double glazed,
Webasto & Voith, first class
condition.

£57,500 + VAT

Tel. (0375) 673482 day
(0375) 670163 eves

(21601/VO)

1987 VOLVO B10M PLAXTON PARAMOUNT 3500

Full executive, 49 recliners, twin
screen video, coffee machine,
centre toilet and washroom, mint
condition.

£61,950 + VAT ono

WRAYS of HARROGATE

0423 522466

(21546/VO)

1974 P/P VOLVO PLAXTON ELITE, 57
seater, power door, taxed and tested.
£6,000 ono + VAT. Tel. 0942 884844,
home 061 790 9976. (21549/VO)

1980 VOLVO B58 PLAXTON 12 MTR

57 seater, side locker, tinted
glass, radio cassette PA,
power door, brown moquette,
speed limiter, long MoT.

£17,950 + VAT

Tel. (0403) 65313

(21246/VO)

IRIZAR

**PARTS
& SERVICE**

**COACH AND
MINIBUS
RENTAL**
25p per km or
£220 per week
(Scotland only)



**P/X
TAKEN**

1983 VOLVO B10M, Plaxton 3200, 53 seats, MoT
April '92, power door, radio, PA, re-panelled
and re-painted in brilliant white, lovely condi-
tion.....**£35,000**.

**VOLVO COACHES &
MERCEDES MINIBUSES**
purchased for cash

- 1 ACCIDENT REPAIRS
- 2 INSURANCE ESTIMATES
- 3 PAINTING
- 4 MECHANICAL REPAIRS
- 5 MoT CHECKS & PREPARATION

TRAMONTANA C.D. LTD

**CHAPELKNOWE ROAD,
CARFIN, MOTHERWELL**

TEL: 0698 53845/061790

(20035/VO)

1982 VOLVO B10M

Servery, fridge, toilet,
tinted windows, courier
seat, 44 recliners, MoT and
taxed.

£23,500 + VAT

Tel. 056 72 732

(21571/VO)

VOLVO 75 Plaxton 57 coach seats,
new front, long test, fitted 6 speed ZF.
Offers. Tel. **Blythwood Motors** on
041 221 3165. (21632/VO)

1984 Volvo B10M Mk1 Duple Carib-
bean Exec, 49 reclining seats, toilet,
TV, video, ferry lift, recent engine
overhaul, MoT Jan '91. **£27,000 +**
VAT, no offers. Tel. (0480) 62329.

(21609/VO)

**1980 VOLVO B58 PLAXTON
SUPREME**, 11 metre, 53 seats,
tested May '92 **£14,750 ono**

**1979 VOLVO B58 PLAXTON
SUPREME**, 11 metre, 51
recliners, tested Feb
'92 **£14,000 ono**

Tel: 0290 61300 Day
or 61647 Eve
(S.W. Scotland)

(21625/VO)

0733 898111

CLASSIFIED MARKETPLACE

0733 898111

MINIBUSES

NORTH WEST COACH SALES LTD

Deal direct with the manufacturers, the quality PSV and Welfare converters

Mercedes 609D, 19 seat coach	from £27,645
Mercedes 609D, 24 seat coach	from £28,045
Mercedes 609D, 26 seat coach	from £28,245
Mercedes 609D, 24 seat + standees, service bus	from £30,100
Mercedes 410D, 15/16 seat minibus	from £22,050
Mercedes 814D, Midi executive coach to - various specifications	

POA

1988 E reg Freight Rover 300, 16 seat minibus

Prices do not include VAT

Finance arranged subject to status

Conversions on Renault, Ford, Talbot Express and Freight Rover vehicles

PHONE NOW ON

051-933-1016, after hours 0925 68002

(21459/MB)



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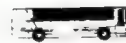
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.....£37,500**1985 BOVA FUTURA**, 49 recliners +
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Y Reg, Plaxton Paramount,
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1986 (C) Scania K112TR 3 axle Double Deck, Berkhof Eclipse, 76 Vogel recliners, radio, P/A, cassette, Webasto, twin courier seat, hot drinks unit, refrigerator, Telma, toilet. These coaches were completely retrimmed 3 months ago. Choice of two. MoT's 10.2.92, 13/3/92. ... £67,500
ONE SOLD



1985 Volvo B10MT 3 axle Twin Decker, Berkhof Emperor, 64 Vogel recliners, radio P/A cassette, Webasto, hot drinks unit, driver's bunk and courier seat, MoT 31.1.92£58,500



1987 Volvo B10M Caetano Algarve, 49 recliner, radio P/A cassette and video, centre sunken toilet, continental door, hot drinks unit, full Suttrak air conditioning, MoT 3/6/92£65,000



1988 DAF MB230 Caetano Algarve, Superhigh, 51 recliners, radio, P/A and video, centre sunken toilet, driver's bunk, hot drinks unit, courier seat, continental door, MoT 5/4/92. This coach has been completely retrimmed 3 months ago (illustrated)£58,500
1988 DAF MB230 Caetano Algarve, 49 recliners, radio, P/A cassette and video, rear sunken toilet and continental door, hot drinks unit, courier seat, MoT 4/5/92£57,500



1988 Volvo B10M Plaxton 3500, 53 recliners, radio P/A cassette, continental exit, hot drinks unit, MoT 2/11/91, new MoT will be arranged£71,000



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1988 Volvo B10M Caetano Algarve, 49 recliners, radio P/A cassette and video, centre sunken toilet 1 door, hot drinks unit, courier seat, continental door, MoT 26/7/92£65,000



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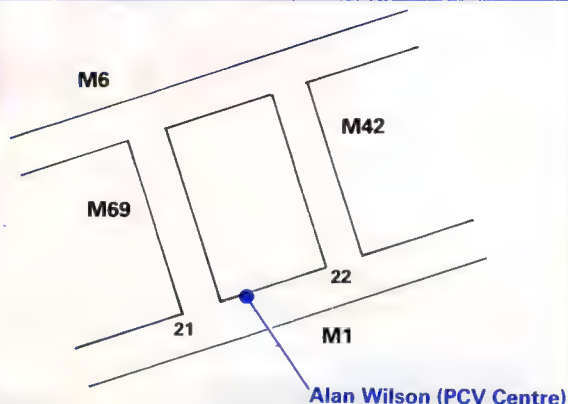
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1988 (E) VOLVO B10M Plaxton 3500, 49/53 recliners, demountable toilet and many more extras. Available 7 days.

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1986 (D) LAG Panoramic, 49 recliners, toilet, tinted glass and including refrigerated air conditioning, a super machine.

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1986 (C) MERCEDES 608D, 23 seater, a nice midicoach waiting for a new MoT.

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1985 (C) LEYLAND TIGER 260 Van Hool Alizee, 49 recliners, toilet, servery, plus more.

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NEW MERCEDES 609D, 24 c seats, p door, stock.

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NEW MERCEDES 408 luxury, 16, stock.

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90 G TRANSIT, diesel 12, PSV, SWB

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88 (F) MERCEDES 609D, p door, 24 service seats.

88 F MERCEDES, 23 coach seats, power door.

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87 IVECO 18 seat, power door.

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87 TALBOT 12, diesel, 5 speed

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86 OPTARE CUB, service bus, 33 auto.

86 MERCEDES 608D, 21 luxury, new test

86 OPTARE CUB, auto, 33 p door & standees

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85 TRANSIT 16 Di coach seats, tested.

84 B MERCEDES 608D, 19 luxury, o drive box.

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80 LEYLAND NATIONAL BENDI BUS, offers.

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1990 G MB230LT VAN HOOL ALIZEE H, 51R + TOILET.
1990 G SB3000KV VAN HOOL ALIZEE DH, 51R + TOILET.
1990 G MB230LT VAN HOOL ALIZEE SH, 53R + TOILET.
1990 G SB2305DHS VAN HOOL ALIZEE DH, 51R + TOILET.
1989 G SB2305DHS VAN HOOL ALIZEE DH, 51R + TOILET.
1989 F SB2305DHS VAN HOOL ALIZEE DH, 51R + TOILET.
1989 F SB3000KV VAN HOOL ALIZEE DH, 51R + TOILET.
1989 F MB230LT PLAXTON 3500, 53R.
1989 F MB230LB PLAXTON 3500, 51R + TOILET.
1988 E MB230LT PLAXTON 3500, 53R + TOILET.
1988 E SB3000KV VAN HOOL ALIZEE SH, 49R + TOILET.
1988 E SB3000KV VAN HOOL ALIZEE DH, 51R + TOILET.
1988 E SB2305DHS VAN HOOL ALIZEE DH, 51R + TOILET.
1988 E SB2305DHS DUPLÉ 340SL, 57R.
1988 E SB2305DHTD DUPLÉ 320SL, 57R.
1988 E MB230LB VAN HOOL ALIZEE SH, 53R + TOILET.
1988 E MB230LB VAN HOOL ALIZEE H, 51R + TOILET.
1988 E MB230LT, PLAXTON 3500, 53R + TOILET.
1988 E MB230LB PLAXTON 3500, 53R.
1988 F MB230LB PLAXTON 3500, 51R + TOILET.
1987 E MB230DKFL PLAXTON 3500, 55R.
1987 D MB230DKFL VAN HOOL ALIZEE H, 55R.
1987 D SB2305DHTD PLAXTON 3200, 57.

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QUALITY USED COACHES

1989 F DAF SB2305DHTD PLAXTON 3200 DH, 57.
1989 F DAF SB2305DHTD PLAXTON 3200 DH, 57.
1987 D DAF SB2305DHTD PLAXTON 3200 DH, 53R.
1985 B DAF SB2300DHS PLAXTON 3200, 53R.
1986 D SB2305DHTD PLAXTON 3200 LOW DRIVER, 55E.
1986 C MB230DKVL DUPLÉ 340 SLX, 52R + TOILET.
1986 C MB200DKFL PLAXTON 3500, 51R + TOILET.
1983 PP MB200DKFL JONCKHEERE P50, 49R + TOILET.
1983 A MB200DKL MOSELEY ALPHA, 53R.
1989 F VOLVO B10M JONCKHEERE DEAUVILLE, 49R + TOILET + AIR COND.
1987 D VOLVO B10M PLAXTON 3500, 51R + TOILET.
1989 F VOLVO B10M VAN HOOL ALIZEE H, 53R.
1987 E SCANIA K112 VAN HOOL DH, 49R + TOILET.
1978 T BEDFORD YMT PLAXTON EXPRESS, 53.
1985 B FORD PLAXTON 3200, 35.
1982 Y FORD PLAXTON SUPREME, 35.
1980 V BEDFORD PJK PLAXTON SUPREME, 29.
1985 C BEDFORD YMV PLAXTON 3200, 53.
1984 A LEYLAND TIGER 245, LAG GALAXY, 49R + TOILET.
1981 W LEYLAND LEOPARD PLAXTON SUPREME, 53.
1978 S LEYLAND LEOPARD DUPLÉ DOMINANT II, 53.
1985 C BOVA FUTURA 49R + TOILET + AIR COND.

VAN HOOL (UK) LIMITED

DURING OFFICE HOURS TEL. 0933 440221

AFTER HOURS & WEEKENDS CONTACT

**John Dover 084421 7994 or 0836 280951, London and Eastern Area UK,
Malcolm J Watkins 0568 84637 or 0836 349938, Western Area UK**

1989 LAG PANORAMIC EXECUTIVE COACH. Cummins L10 powered, ABS, Telma, 49 reclining seats, courier, centre Cont. door and steps, double glazed, curtains, bunk. **Full Suttrak air conditioning.** 2 x video, water boiler, fridge, radio, PA, tape, Webasto, plus usual LAG 'extras'.

1988 DAF SB2305 DHS CAETANO ALGARVE. 49/53 seats, demountable toilet, 2 x TV, video, hot water boiler, courier seat, driver's bunk, carpets and curtains.

1988 VOLVO B10M CAETANO ALGARVE. 49/53 seats, centre toilet, TV/video, courier seat, double glazing and curtains.

1987 SCANIA K112/PLAXTON 3500. Telma retarder, 51/55 (demountable). Video system, water boiler, double glazed with curtains, centre toilet and steps and Cont. door.

1986 LAG PANORAMIC INTEGRAL KITCHEN COACH, 46 reclining seats, with rear servery, full air conditioning, centre toilet, continental step, water boiler, fridge plus usual executive features.

1986 SETRA 215HD. 49 recliners, centre sunken toilet, Cont. steps, powered Cont. door, wired for water boiler, video equipment, fridge, radio PA and tape, carpet, centre aisle, curtains to side windows, finished in white, usual Setra spec.

1984 BOVA EUROPA MARK 3. 49 recliners, ZF reconditioned gearbox, new clutch, 265 bhp, toilet, TV/video equipment, Webasto, Nomad drinks machine, carpets, curtains, courier seat, radio/PA and tape and plug door, repainted in white.

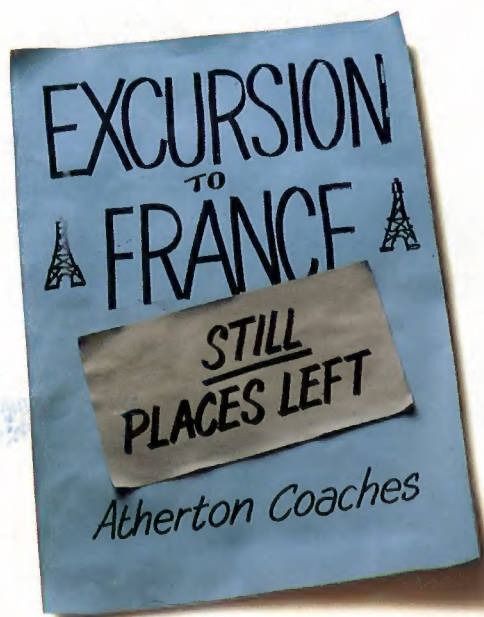
1980 DAF PLAXTON SUPREME 4. 57 seater, radio, PA, tape, side lockers, power door, new MoT.

1976 LEYLAND LEOPARD/DUPLÉ DOMINANT. 51 seats, semi-auto, Grant door, long MoT.

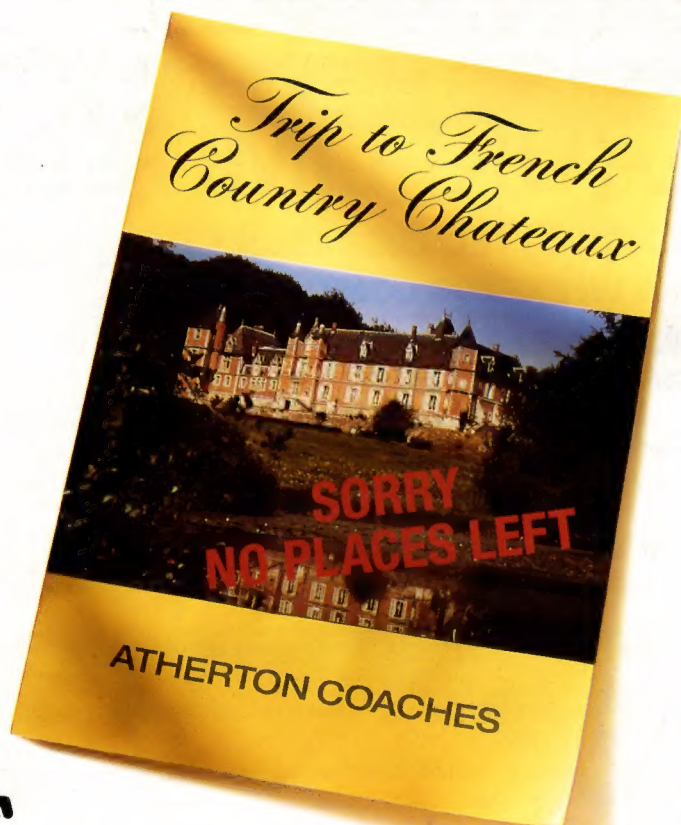
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